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ANNUAL REPORT
OF THE
COMMISSIONER
OF
RAILROADS AND TELEGRAPHS,
FOR THE YEAR 1870.

IN TWO VOLUMES.

VOLUME II.

CONTAINING RETURNS OF RAILROAD AND TELEGRAPH COMPANIES
OF THE STATE, FOR THE YEAR ENDING JUNE 30TH, 1870,
WITH TABULATED STATEMENTS, ETC.

PREPARED BY
GEORGE B. WRIGHT,
COMMISSIONER.

COLUMBUS:
NEVINS & MYERS, STATE PRINTERS.
1871.

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ALPHABETICAL LIST
OF THE
RAILROAD AND TELEGRAPH COMPANIES OF OHIO
REQUIRED TO MAKE REPORT
TO THE
COMMISSIONER OF RAILROADS AND TELEGRAPHS,
With respective dates of filing reports.

RAILROAD COMPANIES.	DATE OF FILING.
Atlantic and Great Western Railway Company (two reports)	Sept. 3, Nov. 17, 1870.
Carrollton and Oneida Railroad Company.....	August 24, 1870.
Central Ohio Railroad Company.....	November 14, 1870.
Cincinnati and Indiana Railroad Company.....	October 23, 1870.
Cincinnati, Hamilton and Dayton Railroad Company.....	September 1, 1870.
Cincinnati and Muskingum Valley Railway Company.....	No report.
Cincinnati, Richmond and Chicago Railroad Company.....	September 1, 1870.
Cincinnati, Sandusky and Cleveland Railroad Company.....	September 27, 1870.
Cleveland and Mahoning Railroad Company.....	August 27, 1870.
Cleveland and Pittsburgh Railroad Company.....	September 22, 1870.
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co.	September 27, 1870.
Cleveland, Mt. Vernon and Delaware Railroad Co. (two reports)...	Aug. 29, Sep. 22, 1870.
Columbus and Hocking Valley Railroad Company.....	September 13, 1870.
Columbus, Chicago and Indiana Central Railway Company.....	August 29, 1870.
Columbus, Springfield and Cincinnati Railroad Company.....	September 27, 1870.
Dayton and Michigan Railroad Company.....	September 1, 1870.
Dayton and Union Railroad Company.....	September 7, 1870.
Iron Railroad Company.....	August 31, 1870.
Junction (Cincinnati and Indianapolis) Railroad Company.....	November 10, 1870.
Lake Erie and Louisville Railroad Company.....	September 17, 1870.
Lake Shore and Michigan Southern Railway Company.....	September 7, 1870.
Little Miami Railroad Company.....	October 5, 1870.
Marietta and Cincinnati Railroad Company.....	September 15, 1870.
Massillon and Cleveland R. R. Co. (<i>Leased to C. Mt. V. & D. R. R. Co.</i>)	No report.
Niles and New Lisbon Railway Company.....	September 6, 1870.
Ohio and Mississippi Railway Company.....	September 17, 1870.
Pittsburgh, Cincinnati and St. Louis Railway Company.....	October 15, 1870.
Pittsburgh, Fort Wayne and Chicago Railway Company.....	September 9, 1870.
Rocky River Railroad Company.....	August 31, 1870.

Sandusky, Mansfield and Newark Railroad Company.....	November 14, 1870.
Toledo, Wabash and Western Railway Company.....	September 22, 1870.

TELEGRAPH COMPANIES.

Atlantic and Pacific Telegraph Company	January 10, 1871.
Pacific and Atlantic Telegraph Company of the U. S.....	January 2, 1871.
Telegraph Line of the Marietta and Cincinnati R. R. Co.....	February 10, 1871.
Western Union Telegraph Company	December 14, 1870.

REPORT OF COMMISSIONER.

COMPLAINTS AND VIOLATIONS OF LAWS.

In obedience to the requirements of section 5 of the act creating the office of Commissioner of Railroads and Telegraphs, I respectfully submit the following violations of the laws relating to railroads, together with various complaints made to me, since submitting my last report.

The compilation and digest of laws and charters contained in the first volume of this report, will greatly facilitate the examination of the statutory privileges granted, and the duties and obligations imposed upon railroad and telegraph companies of the State, although it may be very difficult in many cases to determine what the law now is. The multitude of special charters still in existence, and the various rights and privileges claimed under them; the many companies that have passed through financial revulsions, involving judicial sales, reorganizations and consolidations, and the fact that many important questions involved, have never been adjudicated by the Supreme Court of the State, renders it exceedingly difficult to say, with certainty, what the rights, privileges and duties of many of these corporations are, under the present existing statutes.

Moreover, it is matter of doubt, whether many acts still found on the statute books unrepealed, are not in fact repealed by implication, or have not become obsolete by the operation of the Constitution or the enactment and acceptance of laws intended to meet certain new and peculiar conditions of the corporations.

Cases are now pending in the Supreme Court which, when reached, and judicially determined, will throw much desired light on the subject, and settle many troublesome questions.

Without attempting at this time to discuss the discrepancies and conflict in the laws, I will call attention to some of the clear and palpable violations that have come under my own observation, or to which my attention has been called.

I.

RATES FOR TRANSPORTATION OF PERSONS AND PROPERTY.

This is a more fruitful source of complaint than any other subject attempted to be regulated by statute. There is not a railroad operated in the State, either under special charter or the general law, upon which the

law regulating rates is not, in some way, violated, nearly every time a regular passenger, freight or mixed train passes over it.

After the full presentation of this subject, in each of the three preceding reports, it seems hardly necessary to again specifically designate the many instances and ways in which the special charters and general laws are violated in respect to rates. The report for 1867 contains an abstract of the tariff sheets, then in force, of each and every railroad in the State, with the statutory provisions governing the subject of rates as to the roads respectively; and the returns of the companies for that and succeeding years, give their schedules of rates then reported as being charged.

An examination of the abstract named, in report of 1867, or a careful comparison of the rates reported by the companies, annually, with those fixed by law, in the respective cases, will readily disclose the violations.

On those roads where scrupulous effort is made to act within the limits of the law, it is violated in some instances by charging passengers who fail to purchase tickets, an excess of regular ticket fare, and in others, by charging an excess of the legal rate for short distances, upon the purchase of tickets; and in almost every instance where light and bulky articles, such as furniture, willow ware, feathers, and the like, are carried, a greater rate per ton, per mile, is charged than the law allows, and articles of a hazardous nature, or of great value, are charged in excess of their true weight. While this is done often without complaint, and the justice of the rule is conceded by many, it is nevertheless a violation of the law.

This source of complaint and dissatisfaction will continue until the matter is better understood and the laws amended.

The legal rates fixed in special charters will be found under the heads of the respective companies now in operation in the State, in volume I. of this report. Many companies chartered prior to the Constitution of 1851, are subject to the act of February 11, 1848. Section 12 of this act relates to rates, and will be found on page 19 of Vol. 1. The act of May 1, 1852, prescribing a tariff of freights on railroads, is the next law on this subject, in order of date. It is entirely disregarded by railroad companies. It will be found on page 34, of Vol. I. Section 13 of the act to provide for the creation and regulation of incorporated companies in the State of Ohio, passed May 1, 1852, to which all companies organized since the adoption of the present constitution are subject, fixes the maximum rate for transporting passengers for all distances at three cents per mile, and for freight five cents per ton per mile, for distance of thirty miles or more, and for a less distance than thirty miles, such reasonable

rate as may be from time to time fixed by the company. This section will be found on page 42 of Vol. I. The only other act relating to rates, was passed March 8, 1865, and applies exclusively to branch roads. It authorizes six cents per mile for the transportation of passengers, and for freight such reasonable rates as may be from time to time fixed by the company or prescribed by law, provided the length of the branch road does not exceed ten miles. This act will be found on page 93, Vol. I. A strict enforcement of these provisions would compel some companies to ultimately suspend business; prohibit the transportation of certain articles by rail, or compel their transportation below actual cost.

II.

INJURIES TO RAILROADS.

My attention has been called to several cases in the State, where vehicles are frequently driven along the track of railroads for several rods, in order to avoid defective or difficult portions of the regular highway, or in some instances to save a few rods in distance. This is a most dangerous practice, involving risk of life and destruction of property, and is in direct violation of section 2 of the act for the protection of railroads, passed March 20, 1840, found on page 12, of Vol. I. of this report.

There are also numerous complaints of injuries to railroads by placing obstructions on the tracks, destroying signal boards at crossings, breaking down and removing fences and cattle guards, and other depredations, in violation of the act above mentioned, and of the amendatory act of March 16, 1863, (found on page 86, of Vol. I.)

III.

SPEED OF LOCOMOTIVES AND CARS IN TOWNS AND CITIES; OCCUPATION OF STREETS AND ALLEYS BY RAILROAD TRACKS, AND RAILROAD CROSSINGS.

Among the multitude of matters attempted to be regulated by legislation, and which have signally failed to be satisfactorily regulated, is the speed of trains in towns and cities. Frequent complaints are made on this subject, and many serious accidents are reported as occurring from too fast running.

The act of March 20, 1851, to regulate the speed of railroad locomotives and cars within the corporate limits of any city, town or village, (found on page 26, Vol. I. of this report,) authorizes the common council or corporate authorities of towns or cities, to regulate the speed by ordinance, provided the ordinance does not require a less rate of speed than four miles per hour.

Many towns and cities in the State have ordinances on the subject, but very few instances have come to my knowledge of any attempt to enforce them, and the law is almost daily violated. This subject was presented and briefly discussed in the report of 1869, under the head of "Fast running," on pages 21 and 22.

Akin to this subject, is the *occupation of streets and alleys by railroad tracks*. By section 11, of the act of February 11, 1848, section 12 of the act of May 1, 1852, and the amendatory act of April 15, 1857, (to be found respectively on pages 18, 42, and 67-69 of Vol. I. of this report,) the authority to regulate such occupancy is also delegated to the corporate authorities of the city, town or village; or in case of disagreement between the authorities and the railroad companies, the right to appropriate is given to the latter. In many towns and cities the multitude of tracks and frequency of passing trains have become sources of annoyance and frequent accidents. Numerous complaints and petitions on this subject are presented to this department and to the General Assembly. How far the action of railroad companies may be in violation of the ordinances, or terms of appropriation, cannot be stated.

A still more important branch of this subject is the matter of *railroad crossings*, especially the crossing of one railroad by another. No serious accident has occurred for several years in this State, by reason of collision of trains, at such crossings, which doubtless is attributable to the stringent and wholesome provisions of the act to prevent collisions on railroads, passed March 24, 1860, (found on page 75 of vol. I) but it is becoming notorious that this law is wholly ignored by some companies, and only partially obeyed by others. Frequent complaints have been made to me the past year by railroad officials and others, of the utter neglect and disregard of this law, and much anxiety and alarm expressed on the subject. This matter was also presented in the report of 1869, under the head of "*Railroad Crossings*," on page 26. As to the crossings of ordinary roads and highways by railroad tracks, section 18 of the act of February 11, 1848, (on page 20, vol. I.) and section 18 of the act of May 1, 1852, (on page 43, vol. I.) provide for the erection of signs, which is the only attempted legislative protection to the public, on this subject, and the provisions are entirely neglected by some companies. No system of signals, ringing of bells or blowing of whistles is provided for by law—although most companies issue printed rules requiring the whistle to be blown, the bell to be rung, or both, before reaching crossings.

IV.

FENCING RAILROADS.

There are many complaints made on the subject of fencing, and the laws on the subject are constantly violated. In the early charters, and the act of February 11, 1848, no provisions are made for fencing railroads. It was not until the passage of the general corporation act of May 1, 1852, that any attempt was made to compel railroad companies to fence their roads. Section 18 of this act (found on page 43, vol. I.) contains only this provision: "Each railroad company shall be required to fence its roads with a good substantial wooden fence, under such rules as the county commissioners of the several counties, through which the same may pass, shall prescribe." This section is still in force, but its provisions are disregarded both by railroad companies and county commissioners. Doubtless it was intended in some measure to supply the defects of this provision, by the passage of the act of March 25, 1859, entitled "an act providing for the inclosing of railroads by fences and cattle guards," (found on page 72, vol. I.) but very little improvement has been made even under this act; its provisions were virtually nullified by extending the time for building fences, by non-dividend paying companies, to March 1, 1865. The intention of the author of this act was evidently to require railroad companies to build and maintain all additional fences made necessary by the construction of the railroad, and to equally divide the burden only where boundary line fences were required, but the terms of the law, as construed by the courts, divides the expense of building and maintaining *all* fences, equally, between the railroad company and the land owner, thus offering, in many instances, an inducement for both parties to disregard the law, and at this time, not one mile in ten of the railroads in Ohio is thoroughly and securely fenced.

It is great injustice to require a railroad company to fence its road, when the land owner has once been fully paid for fencing, either by legal appropriation, or under contract; and when the land owner fails to build, he should be held to as strict compliance with his obligations as the company. It is a matter of very serious question, whether public safety and economy would not be greatly promoted by a radical change of all laws on this subject, and requiring every owner of domestic animals to keep the same securely inclosed. It is well known, that were the rule strictly enforced, it would be found cheaper to fence in than to fence out.

This subject was presented and discussed in the Report of 1868, on pages 310 and 311.

V.

RAILROAD OFFICERS DEALING IN RAILROAD SECURITIES, OR INTERESTED
IN TRANSPORTATION COMPANIES.

Section 2 of the act of December 15, 1852, relating to the sale of bonds of railroad companies, etc., (see page 51, vol. I,) provides that "no director of any railroad company shall, either directly or indirectly, purchase any shares of the capital stock, or any of the bonds, notes or other securities of any railroad company of which he may be a director, for less than the par value thereof."

The act of April 6, 1866, "to protect the stockholders of railroads and shippers thereon," (see page 102, vol. I,) makes it unlawful to "elect or appoint to any office of profit or trust of any railroad corporation of this State, any person who is a stockholder, owner or part owner, of any express, dispatch, fast freight or transportation company, whether incorporated or not," etc.

The violation of these acts is believed to be very common among railroad officials. Letters have been received, and personal communication made, charging their violation. A communication, which will be found in the appendix to this volume, received from a citizen of high character and standing, and large experience in railroad management, distinctly charges violations of these and other acts intended to protect the people and stockholders in railroad corporations. This subject was quite fully presented in the Report of 1868, under the head of "Integrity," on page 317, and in the Report of 1869, on page 24.

VI.

HEATING AND LIGHTING CARS.

The act of May 4, 1869, "to protect more effectually the lives of railway passengers," (see page 132, vol. I,) so far as the same relates to the heating apparatus required to be used by railroad companies, is almost universally disregarded, and its utility or adaptability to the purposes designed, is very generally questioned.

The provision requiring the use of candles, only, for lighting cars, has been very generally acquiesced in and approved by railroad officials, but a few companies still allow the use of oils, in disregard of and in direct violation of the law. A few prosecutions have been commenced under the act since its passage, the results of which are not known. Several complaints of violation of this act have been made, and a communication from the special mail agent of the United States Postoffice Department, printed in the appendix to this report, is indicative of the importance attached to the subject by that Department.

VII.

REPORTS OF RAILROAD COMPANIES.

Nearly every special charter, as well as the general acts of February 11, 1848, and May 1, 1852, require annual reports to be made to a State officer; and while none of these provisions have been specifically repealed, it was undoubtedly the intention of the Legislature that the act creating the office of Commissioner of Railroads and Telegraphs should supersede all former provisions requiring annual detailed statements, and that this act should secure from each company full and explicit returns, according to the terms of the law and requirements of the Commissioner.

Every facility possible under the law has been furnished by the Commissioner, annually, to each company to make its return, but an examination of the dates and character of reports received, will show that a large number of companies fail to make their returns within the time required by law, or to render as full and explicit answers to the interrogatories as are required. This is a direct violation of the law, and is a great embarrassment and hindrance to the Commissioner in making up his annual report, and prevents comparisons and deductions which are of inestimable value in presenting a true and correct exhibit of the condition of the companies. This subject was very fully presented and discussed in the Report of 1869, on pages 7 and 8.

While some improvement has been made since 1867, there is still a serious deficiency, which, it is hoped, may be corrected in the future. Each company is still inclined to adhere to its own form and divisions of accounts or statistics, and the returns of the several companies will show the variety of modes adopted for detailed accounts. From the experience of the past four years, it may not be difficult to prepare for future use a more perfect form of return, which, if carefully and thoroughly filled, the most satisfactory results may be attained. A careful study of the subject, and reasonable co-operation on the part of the companies, will enable the Commissioner, in a few years, to so perfect the forms as to show every important fact connected with any company, and to enable one company to compare results and values with every other company.

There are numerous other laws on the statute books, which are either directly violated or evaded; many of which, as well as some of those already mentioned, are claimed to be unjust, and not adapted to the subject.

These complaints and controversies will continue until the subject is better understood, and a system or code of laws shall be adopted, more simple and definite in terms, and better adapted to secure the rights of

all. A patient and continued effort to present the facts and circumstances connected with these corporations, and a careful study of the principles involved, must ultimately work out a more perfect and complete system of laws and regulations, which will secure the best interests of the public, without injury or injustice to the corporations.

ACCIDENTS.

While none of the terrible railroad accidents recently recorded have occurred in Ohio, and while the statement of casualties on Ohio railroads for the past year shows a decrease of fatal accidents, yet the necessity for greater and more certain safeguards is apparent. Much may be done by wholesome legislation in establishing rules and regulations, imposing penalties for violations, and giving the proper authority and facilities for their enforcement, holding the companies and their property within the State responsible for the acts of the officers and agents, and providing a summary process by which the matters may be inquired into, and the wrong doers punished. Until this end is attained, courts and laws will be powerless to correct many of the evils of our present system, and frequent injustice will be done to railroad companies through prejudice and ignorance.

INCREASE OR "WATERING" OF STOCK.

Under this head, in the report of 1869, page 15, the subject of increasing or "watering" the stock of railroad companies is so fully presented and discussed, that further discussion here seems unnecessary.

However, in illustration of the manner and extent of increase in the capital stock of many companies in the State, the following statements have been prepared as to the increase of the capital stock of the Cleveland, Painesville and Ashtabula, Cleveland and Toledo, and Cleveland, Columbus and Cincinnati Railroad Companies, over the amount originally fixed by charter—the increase having been made from time to time, doubtless, in strict accordance with legislative provisions. In these statements the original amount of capital, as fixed in the charters of the companies respectively, is given, and the various subsequent increases added, the increases by and subsequent to consolidations being prorated to the original companies composing the consolidated company.

The statements may not be strictly accurate, but are sufficiently so to illustrate the subject, and to call attention to the facility with which capital stock may be increased from time to time, according to law, and the power given to the Legislature, by the charters or the act of February 11, 1848, to revise rates may be entirely defeated. [See section 12 of said act, page 19, vol. I.]

Whether these several increases have inured to the benefit of the original stock, or to what extent, can only be known to the stockholders themselves.

By the same rule, adopted in the three cases given, the increase or decrease of the stock of any company in the State can be ascertained from the history and present amount of stock reported, found in volume one of this report.

STATEMENT AS TO INCREASE OF THE CAPITAL STOCK OF THE CLEVELAND, PAINESVILLE AND ASHTABULA AND CLEVELAND AND TOLEDO RAILROAD COMPANIES.

Cleveland, Painesville and Ashtabula R. R. Co.

Original amount, as fixed by charter of company, of February 18, 1848.....	\$1,500,000
1854. January 9th, increase of \$1,500,000, making total amount authorized..	3,000,000
1862. August 16th, " 1,000,000, " " ..	4,000,000
1865. June 19th, " 1,000,000, " " ..	5,000,000
1867. October 11th, " 10,000,000, " " ..	15,000,000

The full amount of stock authorized was not issued by the company, as witness the stock basis upon which it entered into consolidation with Cleveland and Toledo R. R. Co. hereafter.

Cleveland and Toledo Railroad Company.

This company was composed of two original companies, the Junction and the Toledo, Norwalk and Cleveland Railroad Companies. The aggregate amount of stock as by charters, was :

Junction Railroad Company, (chartered March 2, 1846).....	\$1,000,000
Toledo, Norwalk and Cleveland R. R. Co., (chartered March 7, 1850)	2,000,000—\$3,000,000
1851. January 22. Act increasing capital of Junction R. R. Co. to.	3,000,000— 4,000,000
1853. September 1. On this date the two companies were consolidated, forming the Cleveland and Toledo R. R. Co.	
1867. October 11. Increase of stock of Cleveland and Toledo R. R. Co. to..	6,250,000

Consolidations and Subsequent Increases.

1869. April 6th. On this date, the Cleveland, Painesville and Ashtabula R. R. Co. (or *Lake Shore Railway Co.*, having in the meantime changed its name), and the Cleveland and Toledo Railroad Company were consolidated. The basis of consolidation as to stock, was as follows :

C. P. & A. (<i>Lake Shore</i>) Company.....	\$8,750,000
Cleveland and Toledo Company.....	6,250,000

The stock of the two companies being agreed to be relatively of equal value, and to be exchanged for the stock of the consolidated company, share for share; the amount of capital stock of the consolidated company

to be \$15,000,000, (the aggregate of that of the two companies parties to consolidation), and the name to be *Lake Shore Railway Company*. No increase by this consolidation.

1869. May 27th. On this date, the Lake Shore Railway Company (formed as above), and the Michigan Southern and Northern Indiana Railroad Company were consolidated, under the name of the *Lake Shore and Michigan Southern Railway Company*. The stock basis of the companies, respectively, was as follows:

Lake Shore Railway Co. (same as on above consolidation).....	\$15,000,000	
Michigan Southern and Northern Indiana R. R. Co	12,125,600	
		<u>\$27,125,600</u>

The capital stock of the consolidated (Lake Shore and Michigan Southern Railway Company) was fixed at \$30,000,000. [The full amount fixed was not issued, as witness the stock basis upon which this (consolidated) company entered into consolidation with the Buffalo and Erie R. R. Co. following:]

1869. August 16th. On this date the Lake Shore and Michigan Southern Railway Co. and the Buffalo and Erie R. R. Co. were consolidated. The stock basis upon which the companies entered into consolidation, respectively, was as follows:

Lake Shore and Michigan Southern R'y Co	\$27,425,600	
Buffalo and Erie R. R. Co.....	6,000,000	
		<u>\$33,425,600</u>

The agreement of consolidation provided that the capital stock of the consolidated company should be \$50,000,000, of which \$33,425,600 was to be at once distributed ratably to the stockholders of the two companies, none of the stock above \$35,000,000 to be issued until authorized by a two-thirds vote of the stockholders at a regular meeting called for that purpose. [Stock has not been issued to full amount authorized, as witness report to Commissioner, hereinafter set forth.]

The increase of stock of the Lake Shore and Michigan Southern Railway Company, between the time of the consolidation forming that company, and its consolidation with the Buffalo and Erie R. R. Co., was as follows:

Capital stock of the Lake Shore and Michigan Southern Railway Company, on consolidation with Buffalo and Erie R. R. Co., August 16, 1869, as above		\$27,425,600
Capital stock of the two companies forming Lake Shore and Michigan Southern, at time of consolidation, May 27, 1869:		
Lake Shore R'y Co.....	\$15,000,000	
Michigan Southern and Northern Indiana R. R. Co.....	12,125,600	
		<u>27,125,600</u>
Increase from time of formation of L. S. & M. S. R. R. Co., to consolidation with B. & E. R. R. Co.....		\$300,000

respective amounts of stock on first consolidation, of April 6, 1869, and increases since, would give:

To the Cleveland, Painesville and Ashtabula (L. S.) Co. (its approximate amount of stock at the date of the last consolidation, August 16, 1869, including increase by former consolidation, being \$8,846,772.26,) an increase of	\$400,287 80
To the Cleveland and Toledo R. R. Co. (its approximate amount of stock at the date of the last consolidation, August 16, 1869, including increase by former consolidation, being \$6,319,123.05,) an increase of	\$285,919 84

Recapitulation as to Cleveland, Painesville and Ashtabula R. R. (Lake Shore Railway) Co.

Amount of capital stock at the time of first consolidation with Cleveland and Toledo Railroad Co. (No increase by this consolidation.)	\$8,750,000 00
Approximate amount of increase between the date of above consolidation and consolidation with the Buffalo and Erie R. R. Co., August 16, 1869.	96,772 26
Approximate amount of increase between the date of last above named consolidation and June, 30, 1870.	400,287 80
Total approximate amount of stock of C. P. and A. Co., June 30, 1870.	\$9,247,060 06
Original amount as by charter—deduct	1,500,000 00
Total increase to June 30, 1870.	\$7,747,060 06
Being an increase of 516 47-100 per cent.	

Or (supposing the original stock had the benefit of the entire increase, without additional payments,) \$100 of the original stock of the Cleveland, Painesville and Ashtabula Railroad Co. now represents a par value of \$616.47.

Recapitulation as to Cleveland and Toledo Railroad Company.

Amount of capital stock at the the time of first consolidation with the Cleveland, Painesville and Ashtabula R. R. Co. (No increase by this consolidation.)	\$6,250,000 00
Approximate amount of increase between date of above consolidation and consolidation with Buffalo and Erie R. R. Co., August 16, 1869.	69,123 05
Approximate amount of increase between date of last above named consolidation and June 30, 1870.	285,919 84
Total approximate amount of stock of C. and T. R. R. Co., June 30, 1870.	\$6,605,042 89
Original amount as by charter (of Junction and T. N. & C. R. R. Cos.)—deduct	3,000,000 00
Leaving as total increase to June 30, 1870.	\$3,605,042 89
Being an increase of about 160 50-100 per cent.	

Or (supposing the original stock had the benefit of the entire increase, without additional payments,) \$100 of the original stock of the Cleveland and Toledo R. R. Co. now represents a par value of \$260.50.

STATEMENT AS TO INCREASE OF CAPITAL STOCK OF THE CLEVELAND,
COLUMBUS AND CINCINNATI RAILROAD COMPANY.

Original amount, as fixed in charter of March 14, 1836.....	\$3,000,000 00
1853, January 21, increase of \$3,000,000, making total amount authorized.	6,000,000 00
The full amount authorized was issued. The report of the company for the year ending June 30, 1863, to Commissioner, gave paid up stock at..	6,000,000 00
The report of the Bellefontaine Railway Co. for same year gave paid up stock of that company at.....	4,420,000 00

1868, May 16. On this date the two companies named were consolidated, the terms of the consolidation, as to stock, being that the stockholders of the C., C. & C. Co., for each \$100 stock held by them in that company, should receive \$120 of stock in the consolidated company, and the stockholders of the Bellefontaine Railway Co. for each \$100 stock held by them in said company, should receive \$100 in the stock of the consolidated company. This would give the companies, respectively, stock in the consolidated company, as follows :

Cleveland, Columbus and Cincinnati R. R. Co. (increase of \$1,120,000)....	\$7,120,000 00
Bellefontaine Railway Co	4,420,000 00

Making a total of \$11,540,000 00

The articles of consolidation fixed the capital stock of the consolidated company at \$15,000,000. The full amount of this was not issued, as the company, (as consolidated,) in its last report to Commissioner, for year ending June 30, 1870, gives total paid up stock at	12,160,930 00
From this deduct aggregate stock of companies as it stood on consolidation	11,540,000 00
Leaving as increase since consolidation.....	\$620,930 00

This increase, pro-rated between the original companies on the basis of their stock representation in the consolidation, gives to them as increase, the following amounts respectively :

Cleveland, Columbus and Cincinnati R. R. Co.....	\$383,103 74
Bellefontaine Railway Co	237,826 26

Recapitulation.

Cleveland, Columbus and Cincinnati R. R. Co—	
Amount of stock on consolidation	\$7,120,000 00
Increase since consolidation	383,103 74
Present approximate amount of stock of C., C. & C. Co.....	\$7,503,103 74
Original amount of stock—deduct	3,000,000 00
Leaves as total increase, up to June 30, 1870	\$4,503,103 00
Or 150 31-100 per cent.	

Or (supposing the original stock had the benefit of the whole increase, without additional payments,) \$100 of the original stock of the Cleve-

land, Columbus and Cincinnati R. R. Co. now represents a par value of \$250.31.

The foregoing statements are the more striking in view of the fact that the stockholders in the several companies have been in the receipt of regular semi-annual dividends for many years, of from six to ten per cent. per annum.

ROADS IN PROCESS OF CONSTRUCTION, AND NEW COMPANIES INCORPORATED DURING THE YEAR.

There are several new companies in the State, now making vigorous efforts toward the construction of their roads, but as no report is required of these companies until they are put in operation, I am able only to give such information relative to them, as is voluntarily furnished, or found in the corporation records of the Secretary of State. This information is presented in this volume in proper order, under the heads of "*Railroads in process of construction*," and "*New Railroad Companies incorporated during the year*."

COUNTY AND MUNICIPAL AID TO RAILROAD COMPANIES.

In compiling the railroad laws and charters published in the first volume of this report, it was found that many acts authorizing county and municipal subscriptions to the stock of railroad companies, contained provisions more or less affecting the chartered privileges of the companies, and involved the necessity of obtaining, if possible, a record of these subscriptions. In addition, therefore, to the references to, and abstracts of, the acts authorizing subscriptions, given in the first volume, a circular was prepared and sent to the auditors of those counties through which railroads were projected prior to the adoption of the present constitution, asking information relative to such subscriptions. The inquiries contained in this circular, together with the responses thereto, will be found in proper order in this volume, under the head of "*Subscriptions to the capital stock of, and loans of credit to railroad companies of Ohio, by counties, townships, cities and towns*."

The information obtained relative to this subject, will be especially interesting at this time, when the policy of county and municipal aid to railroads is being so generally discussed.

COMMUNICATIONS.

Numerous communications have been received during the past year, on various subjects connected with railways and their management, and as being indicative of the popular feeling upon the subjects treated, a number of these communications are published in connection with this report. They will be found in the appendix.

GENERAL REMARKS.

It was the design to embody in this volume, in addition to the returns of railroad and telegraph companies, results of and deductions from the same, and comparisons with the three preceding reports, and with reports of other States and countries, and to more fully discuss the many questions involved in the present railroad and telegraph systems of the country; but the time of the Commissioner and that of the inadequate clerical force allowed the department, has been so fully employed in the preparation of the first volume, and in other official duties, that many important statistics and the discussion of various mooted questions must be omitted.

This is, perhaps, less to be regretted, inasmuch as the last report contained very full suggestions as to the legislation that seemed immediately desirable. These suggestions were embodied in Senate Bills Nos. 69, 70, 71 and 72, which were prepared by the Commissioner and introduced by the Chairman of the Railroad Committee of the Senate, and which are now pending in that body. These bills will be found printed in the appendix to this volume.

The matter contained in the five volumes issued from this department, and especially the laws, charters and full legal history of the railroad companies, which will be found in the first volume of this report, will furnish abundant data for such modification of the laws regulating this class of corporations, as will best tend to harmonize the railroad and public interests.

The railroad interest is the largest single material interest in the State, and involves nearly every other interest; and in no other way can the public be so certainly and cheaply protected and guarded against the encroachments of this great moneyed power, as by the maintenance of a special department clothed with the necessary power and furnished with every reasonable facility for obtaining accurate information and enforcing obedience to just and wholesome laws. A hearty support of the department, by judicious legislation, will make it all its originators designed it to be.

It is due to Mr. John H. Dynes, my only regular clerk and assistant in the department during my term of office, that I thus publicly acknowledge the value and efficiency of the assistance he has rendered me in the preparation of my various reports and the discharge of other official duties. His duties are laborious, having required, during the past year, an average of about twelve hours work per day; and I respectfully recommend that his salary be made commensurate with the services rendered.

GEO. B. WRIGHT,
Commissioner.

A B S T R A C T

OF THE

REPORTS OF RAILROAD AND TELEGRAPH COMPANIES OF THE STATE OF OHIO,

FOR THE YEAR ENDING JUNE 30, 1870.

1ST. RAILROADS.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in.....	\$196,893,555 70
The amount of capital stock unpaid.....	2,871,290 55
Total amount of stock.....	*\$205,464,846 25
Proportion of stock for Ohio, according to miles of road in the State....	\$114,734,817 36

DEBTS.

The amount of funded debt.....	\$155,633,627 09
The amount of floating debt.....	5,590,823 46
Total amount of funded and floating debts.....	\$161,224,450 55
Proportion of debt for Ohio, according to miles of road in the State....	\$87,178,640 10
Total stock and debt.....	\$366,829,296 80
Proportion of stock and debt for Ohio.....	\$201,913,457 46

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of entire road and equipment to this State June 30, 1870	\$339,496,116 86
Proportion of cost of road and equipment for Ohio, according to miles of road in the State	\$176,142,084 76.

AS TO CHARACTERISTICS OF THE ROADS.

LENGTH OF ENTIRE LINES.

	Miles.
Length of main lines	5,675 055-1000
Length of branches.....	607 860-1000
Total length of entire main line and branches.....	6,282 915-1000

* It will be observed that the sum produced by the addition of the two above items, does not correspond with this amount. The discrepancy is owing to the fact that some companies report only *total amount*, without distinguishing between paid and unpaid.

LENGTH OF LINES IN OHIO.

	Miles
Total length of single main track laid with iron	2,889 405-1000
Total length of branches single track	484 590-1000
Total length of main lines and branches.....	3,373 995-1000
Total length of double main track.....	76 690-1000
Total length of sidings	561 820-1000
Total length of double gauge track	151 770-1000
Total length of iron embraced in preceding heads.....	4,164 275-1000

Of the double gauge track, $112\frac{1}{2}$ miles is main line. This, added to total length of main line and branches, gives a total length of line in Ohio of 3,487 miles (within a fraction), excluding double tracks, sidings, etc.

FENCING.

	Miles.
Length of road unfenced in Ohio, (reported).....	*475 70-100
Length of road fenced during the past year ending June 30, 1870.....	102 93-100

EQUIPMENT—ENTIRE LINES.

Number of locomotives	1,572
Number of passenger cars.....	901
Number of express and baggage cars	401
Number of freight cars	26,440
Number of other cars.....	1,174
Total number of persons employed in operating the roads in Ohio	21,895

MILEAGE OF LOCOMOTIVES—ON ENTIRE LINES.

Number of miles run by locomotives hauling passenger trains	11,646 433
Number of miles run by locomotives hauling freight trains.....	23,208 618
Number of miles run by locomotives hauling mixed trains	1,553 845
Number of miles run by locomotives hauling construction and other trains .	2,761 401
Total mileage of locomotives during the year ending June 30, 1870	39,170 297

DOINGS IN TRANSPORTATION—ENTIRE LINES.

Number of passengers, all classes, carried in cars.....	11,883,657
Number of tons of through freight carried.....	5,938,902
Number of tons of local freight carried.....	7,847,033
Total number of tons of freight, through and local, carried.....	†14,864,598

FUEL CONSUMED—ENTIRE LINES.

Total number of cords of wood consumed.....	663,283
Total number of tons of coal consumed.....	424,090

* This is the length definitely reported. Some companies make such indefinite report as to fencing that the length of their roads unfenced can not be shown.

† It will be observed that the sum produced by the addition of the two above items does not correspond with this amount. The discrepancy is owing to the fact that some companies report only total tons carried, without distinguishing between through and local.

RAILROADS AND TELEGRAPHS.

23

EARNINGS AND EXPENSES FOR THE YEAR—ENTIRE LINES.

Earnings from transportation of passengers.....	\$16,802,719 05
Earnings from transportation of freight.....	33,348,195 20
Earnings from mail.....	770,203 12
Earnings from express.....	1,159,263 83
Earnings from all other sources	815,426 39
Total earnings for the year ending June 30, 1870.....	\$52,895,812 59
Total operating expenses for the year.....	\$37,020,331 69
Total net earnings for the year.....	\$15,875,480 90

PROPORTION OF EARNINGS AND EXPENSES FOR OHIO, (ACCORDING TO MILES OF ROAD IN THE STATE).

Proportion of earnings	\$27,909,308 39
Proportion of operating expenses	19,422,377 93
Proportion of net earnings.....	8,486,930 46

TAXES PAID.

State taxes paid in Ohio. (For taxes paid in other States, see reports of companies).....	\$815,588 52
National taxes paid for entire lines.....	526,763 09

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINES.

Amount of interest paid on bonds	\$6,129,625 73
Amount of tax paid on same	161,691 83
Amount of dividends on preferred stock	421,404 00
Amount of tax paid on same	16,201 12
Amount of dividend on common stock.....	6,281,388 99
Amount of tax paid on same	283,880 50

ANIMALS KILLED IN OHIO.

Number of farm animals killed.....	1,563
Amount of damages paid therefor	\$28,146 57

ACCIDENTS TO PERSONS IN OHIO.

Passengers injured from causes beyond their own control.....	3
Passengers killed from their own misconduct or want of caution.....	4
Passengers injured from their own misconduct or want of caution.....	11
Employes killed from causes beyond their own control	12
Employes injured from causes beyond their own control	31
Employes killed from their own misconduct or want of caution.....	28
Employes injured from their own misconduct or want of caution.....	119
Others killed, riding, walking or being on track.....	63
Others injured, riding, walking or being on track	28
Others killed from miscellaneous causes	13
Others injured from miscellaneous causes	12
Total killed—	
Passengers	4
Employes	40
Others	76
	120

Total injured—

Passengers	14
Employees	150
Others	40
	<hr/> 204

2D. TELEGRAPHS.

CHARACTERISTICS OF THE LINES.

Number of miles of entire lines (poles) operated by the companies.....	60,698
Number of miles of wire on entire lines operated by the company.....	126,643
Number of miles of line (poles) in Ohio.....	4,702
Number of miles of wire in Ohio	11,079
Number of offices in Ohio	358
Number of persons employed in operating the lines in Ohio.....	518
Number of miles of line in Ohio used jointly with railroad companies....	4,072

AS TO VALUE OF LINES AND EQUIPMENT IN OHIO.

(Excluding Pacific and Atlantic Telegraph Co. of the U. S.—not given.)

Total value of poles in Ohio.....	\$87,403 20
Total value of wire in Ohio	254,624 00
Total value of all other property in Ohio	15,500 00
Total value of line and equipment in Ohio.....	<hr/> \$357,527 20

ANNUAL REPORTS
OF
RAILROAD COMPANIES.

ANNUAL REPORT

OF THE

ATLANTIC AND GREAT WESTERN RAILWAY COMPANY.

(The following report, as to Stock and Debts and names and residence of Directors and officers of the Company, is made by Charles Day, Secretary. The characteristics of the road and operations for the year, etc., are reported by the Erie Railway Company, lessee of the lines of this company, in a separate report, following this.)

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$29,598,695 38
The amount of capital stock unpaid.....	401,304 62
Total amount of stock.....	\$30,000,000 00
Amount of stock per mile of road (426 miles).....	70,422 53
Proportion of stock for Ohio, according to miles of road in the State (251½ miles).....	17,711,266 29

DEBTS.

The amount of funded debt (giving classes), as follows :	
1st mortgage bonds.....	\$8,512,400 00
2nd mortgage bonds.....	3,008,000 00
Consolidated mortgage bonds.....	17,579,500 00
Total amount of funded debt.....	\$29,999,900 00
Amount of debt per mile of road (426 miles).....	70,422 30
Proportion of debt for Ohio, according to miles of road in the State (251½ miles).....	17,711,208 45
Total amount of stock and debt.....	59,999,900 00
Total amount of stock and debt per mile.....	140,844 83
Total amount of stock and debt for Ohio.....	35,422,474 74

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	RESIDENCE.
Jas. McHenry.....	New York.
John Gardner.....	"
Rush C. Hawkins.....	"
Thos. W. Kennard.....	"
Wentworth Huyshe.....	"

John B. Pannes.....	New York.
W. P. Rogers.....	"
Lawrence Johnston.....	"
D. J. Day.....	"
W. W. Macfarland.....	"
Charles Day.....	"
David Jones.....	Ohio.
Tatlow Jackson.....	Philadelphia, Pa.
Jacob Ribblet.....	Ohio.
Geo. R. Babcock.....	Buffalo, N. Y.
Joseph Larocque.....	New York.
Wm H. Taylor.....	"
Sam. L. M. Barlow.....	"
Jas. McHenry.....	President.
John Gardner.....	Vice President.
Charles Day.....	Secretary.

Communications intended for this company should be addressed as follows :

Atlantic & Great Western Railway Company, 40 Broadway, New York.

State of New York, County of New York, ss. :

Charles Day, Secretary and officer in charge of the Atlantic and Great Western Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief, as can now be made in the office of the Company.

(Signed

C. DAY,

Secretary and officer in charge.

Subscribed and sworn to, before me, this first day of September, A. D. 1870. Witness my hand and official seal.

G. A. C. BARNETT,

Commissioner of Ohio, in New York.

ANNUAL REPORT

OF THE LESSEE OF THE

ATLANTIC AND GREAT WESTERN RAILWAY,

For the year ending June 30, 1870.

REORGANIZED, SOLD, LEASED OR CONSOLIDATED.

For roads reorganized, sold, leased or consolidated, since last report, here give date, terms and conditions on which the same was effected :

Date, February 24, 1870.

Terms and conditions, giving brief outline of reorganization, sale, lease or consolidation :

Agreement between Reuben Hitchcock, as Receiver of the Atlantic and Great Western Railway, and the Erie Railway Company.

The Erie Railway Company agrees to operate the Atlantic and Great Western Railway, its branches and leased lines, from January 1st, 1870, and to pay monthly to the said Receiver of the Atlantic and Great Western Railway thirty per cent. of the gross earnings of the road.

For roads now in process of construction, not yet finished, in addition to such other blanks as are applicable, fill the following :

Give names of proposed terminal points, and state the length the road will be when completed :

From Salamauca, N. Y., to Dayton, O., 387½ miles in length, main line ; 119½ miles in length, branches.

Expenditures up to June 30, 1870, as follows :

For grading and masonry	\$88,399 49
For bridges	9,001 52
For superstructures	167,637 62
For fencing	1,033 74
For passenger and freight stations.....	15,044 23
For engine and car houses.....	11,837 72
For freight and other cars	131,642 38
For contingent expenses	875 30
Total	\$425,472 00
Proportion for Ohio.....	276,995 16

[NOTE.—The foregoing table as to expenditures up to June 30, 1870, has evidently been misunderstood by the company, and includes only expenditures *during the year*.—COM'R.]

AS TO CHARACTERISTICS OF THE ROAD, Etc.

ENTIRE LINE.

Total length of entire line and branches:	Miles.
Main line (Salamanca to Dayton).....	387.50
Branches	119.66
	<hr/>
	507.16

IN OHIO:

Length of single main track laid with iron.....	246.02
Length of branches (naming each branch), stating whether they have single or double track, as follows:	
Mahoning Branch (single track).....	81
Silver Creek Branch (single track)	5.66
	<hr/>
Total length of branches.....	86.66
Aggregate length of sidings and other tracks not above enumerated.....	54
How much of the above, main line, branches, sidings, etc., is double gauge	62
	<hr/>
Total length of iron embraced in preceding heads	448.68
How much of the road in Ohio is ballasted, and with what material:	
Miles fully ballasted with gravel	309.50
Miles partially ballasted with gravel	23.18
How much of the road has been ballasted since June 30, 1869, and with what material:	
Thirteen miles, with gravel. A good deal of repairing and patching with gravel has also been done.	

BRIDGES IN OHIO.

Number of wooden bridges, and aggregate length in feet:	
Number	81
Aggregate length.....	7,466 feet.
Number of iron bridges, and aggregate length in feet:	
Number	4
Aggregate length.....	346 feet.
Number of wooden trestles, and aggregate length in feet:	
Number	5
Aggregate length.....	1,200 feet.
The greatest age of wooden bridges	8 years.
The average age of wooden bridges	7 "
The greatest age of wooden trestles	8 "
The number and kind of new bridges built during the year (ending June 30, 1870), and length in feet:	
One wooden Howe Truss bridge, 64 feet in length, built over Mud Run (on 4th division), in December, 1869.	
The trestles are all in progress of filling, and are reduced in number to five, and will be completed this year, all the masonry being in.	

ROAD UNFENCED IN OHIO.

The length of road unfenced on either side, and the reason therefor:
15 miles unfenced, or partially fenced. The work of completing is now going on.

Length of road fenced during the past year (ending June 30), and cost per rod:

5 miles of new fence, at an average of \$1.30 per rod. A large amount of fencing has been rebuilt.

EQUIPMENT.

Number of locomotives	166
Number of passenger cars.....	80
Number of express and baggage cars	35
Number of freight cars.....	3,475
Number of other cars	12

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion	28 and 31
Average rate of same, including stops.....	26
The highest rate of speed allowed by mail and accommodation trains when in motion	18 and 20
Average rate of same, including stops	18
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Rate of fare for passengers, charged for the respective classes per mile.

	First Class.	Second Class.
	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried..	5	2 11-100
Highest rate per mile for distances more than 5 and less than 15 miles.	4 16-100	.....
Highest rate per mile for distances more than 15 and less than 30 miles	3 85-100	.....
Highest rate per mile for distances more than 30 and less than 50 miles	3 81-100	.....
Highest rate per mile for distances more than 50 and less than 100 miles	3 80-100	.....
Highest rate per mile for the whole length of your main road in Ohio.	3 60-100	.....
Highest rate per mile for <i>through</i> passengers, that is, those passing from and over your line to points on the lines of other companies or points beyond the State	3 53-100	2 11-100

FREIGHT.

The rate per ton per mile charged for the various classes of freight, through and local.

	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for shortest distance freight is carried.....	80	66 60-100	53 26-100	40	.....
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	26 60-100	22 20-100	17 60-100	13 20-100	.....
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	9 60-100	8 28-100	7 60-100	6 20-100	.....
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	7 80-100	7 40-100	6 20-100	5 20-100	.....
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	7	6	4 80-100	3 80-100	.....
Highest rate per ton per mile for the whole length of your main road in Ohio.....	4 70-100	4 05-100	3 26-100	2 41-100	.....
Highest rate per ton per mile for <i>through</i> freight, that is, freight passing from and over your line to points on the lines of other companies or points beyond the State.....	4 08-100	3 48-100	2 78-100	1 76-100	1 16-100

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The total number of tons of new and re-rolled iron laid down during the year, was 8,727

MILEAGE OF LOCOMOTIVES AND CARS.

Locomotives.

The number of miles run by locomotives hauling passenger trains.....	846,937
The number of miles run by locomotives hauling freight trains	3,287,654
The number of miles run by locomotives hauling construction and other trains not named above	217,017
Total mileage of locomotives.....	4,351,608

CARS.

The number of miles run by passenger cars.....	3,816,508
The number of miles run by freight cars.....	36,575,088
The number of miles run by cars in construction and other trains not named above.....	542,867
Total mileage of cars.....	40,934,463
We do not keep mileage account of our own cars.	

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars	1,205,651
Total miles traveled by passengers, or number of passengers carried one mile.....	54,139,269
Average number of miles traveled by each passenger carried.....	45
Average amount received from each passenger carried.....	86 cents.
Average amount <i>per mile</i> received from each passenger carried.....	2 cents

FREIGHT.

The number of tons of through freight carried.....	530,526
The number of tons of local freight carried	1,613,198
Total number of tons, through and local, carried.....	2,143,724
Total number of tons of freight carried one mile.....	232,353,696
Average amount received for each ton of freight carried.....	\$1 66½
Average amount <i>per mile</i> received for each ton of freight carried.....	1 544-1000 cts.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	29,284
Total number of tons of coal consumed during the year	121,830

EARNINGS, EXPENSES, ETC.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$1,039,551 61
Earnings from transportation of freight	3,318,902 29
Earnings from mail	38,570 54
Earnings from other sources	37,076 46
Total earnings for the year	\$4,434,100 90

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$30,840 02
Buildings—repairs of	14,375 44
Fences and gates—repairs of.....	19,372 63
Incidentals.....	22,927 98
Road-bed and road-way—repairs of	147,672 70
Superintendence and supervisors	26,730 66

Telegraph—repairs of.....	\$17,827 92
Track—repairs of. (This item includes ties, iron, chairs, spikes, bolts, etc.)	804,897 94
Water, wood and coal stations—repairs of.....	26,265 67
Total	\$1,110,910 96
Expenses per mile of road for maintenance of way and structures during the year.....	\$2,191 14
Proportion of expenses for Ohio, according to miles of road in the State..	720,885 06

TABLE B.—MOTIVE POWER AND CARS.

Coal and wood	\$419,961 71
Engineers and firemen	301,858 20
Freight car repairs	291,506 39
Incidentals.....	51,016 63
Locomotive repairs.....	359,079 71
Passenger and baggage car repairs.....	98,658 32
Switchmen.....	24,215 89
Tools and repairs of tools.....	27,963 23
Watchmen	24,215 89
Water, wood and coal stations—expenses of.....	26,671 49
Total	\$1,625,147 46
Expense per mile of road for motive power and cars.....	\$3,205 42
Proportion of expense for Ohio according to miles of road in the State...	\$1,054,583 18

TABLE C.—TRANSPORTATION EXPENSES.

Baggage lost and damaged.....	\$4,029 49
Clerks	135,363 72
Damages to property along the line.....	1,555 00
Freight lost and damaged.....	8,059 00
Incidentals	74,857 80
Oil, tallow and waste.....	58,518 50
Personal injuries.....	3,349 85
Station service	55,658 92
Switchmen	24,215 88
Telegraph expenses.....	33,455 84
Train service.....	296,678 45
Total.....	\$695,742 45
Amount per mile of road of transportation expenses.....	\$1,372 27
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	451,476 83

TABLE D.—GENERAL EXPENSES.

Office expenses	\$30,555 44
Salaries of general officers.....	\$45,903 79
Taxes—State and National:	
State taxes.. { Ohio	\$104,010 59
{ New York.....	14,601 99
{ Pennsylvania.....	2,128 59
	<hr/>
National	120,741 17
	<hr/>
Total.....	\$223,432 21

Amount per mile of road of general expenses.....	\$440 70
Proportion of general expenses for Ohio, according to miles of road in the State.....	\$144,990 30

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$4,434,100 90
----------------------------------	----------------

OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$1,110,910 96
(B) Motive power and cars.....	1,625,147 46
(C) Transportation expenses.....	695,742 45
(D) General expenses.....	223,432 21
Total operating expenses for the year.....	3,655,233 08
Net earnings	\$778,867 82

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

General construction.....	\$425,472 00
Hire of engines, July 1 to December 31, 1869.....	18,400 00
30 per cent. account of lease from January to June 30, 1870, paid to Reuben Hitchcock, Receiver of Atlantic and Great Western Railway.....	656,427 00
Rent of Mahoning Railway, July 1 to December 31, 1869..	137,136 00
Total payments in addition to operating expenses.....	\$1,237,435 00
Total of operating expenses and other payments.....	4,892,668 08

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$4,434,100 90
Total of operating expenses and all other payments.....	4,892,668 08
Excess of payments over receipts.....	\$458,567 18

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 507 miles for entire line, and 329 miles for Ohio.]

Proportion of earnings.....(Amount per mile of road, \$8,745 76)..	\$2,877,355 04
Proportion of operating expenses..(" " " 7,209 53)..	2,371,935 37
Proportion of net earnings.....(" " " 1,536 23)..	505,419 67
Proportion of total receipts.....(" " " 8,745 76)..	2,877,355 60
Proportion of total payments.....(" " " 9,650 23)..	3,174,926 65
Proportion of deficit.....(" " " 904 47)..	297,570 63

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year:

July 2, 1869. One employe injured (want of caution.) Geo. W. Wilson, brakeman, while coupling cars, caught his hand between drawheads, smashing it badly; at Galion.

July 27, 1869. One person killed. W. Smith, boy 7 years old, living at Seville, while

jumping on and off cars, fell under; two cars passed over his leg, also dragging him along the ground. He died about eight hours after the accident.

July 28, 1869. One employe injured (want of caution.) Isaac Maxfield, brakeman, had left hand badly injured coupling cars at Newburgh.

July 29, 1869. One person injured. Man walking across Cuyahoga river railroad bridge, was knocked off and down embankment, was badly bruised; at Cleveland.

August 2, 1869. One employe injured (want of caution.) Calvin Decker, brakeman, while coupling engine onto freight cars, caught his right hand between drawheads, badly bruising it, but no bones broken; at Urbana.

August 3, 1869. One employe injured (want of caution.) John Hettinger, brakeman, while coupling cars, had his hand caught between drawheads, smashing forefinger; at Mansfield.

August 14, 1869. One employe injured (cause beyond his own control.) Tim Heley, brakeman, was on tender of engine 87, and was thrown over a fence into a cornfield, breaking his right wrist and otherwise severely bruising him; by collision at Locust.

August 28, 1869. One employe injured (want of caution.) Tim Larmin, brakeman, had arm broken while coupling cars; at Youngstown.

August 31, 1869. One employe injured (want of caution.) George Russell, foreman switch engine, had foot caught in car brake and was dragged for some distance over ties; foot bruised and sprained; at Cleveland.

September 1, 1869. One employe injured (want of caution.) Ed. Forrest, brakeman, while coupling cars, got his hand caught between drawheads of cars, smashing it badly; at Wadsworth.

September 1, 1869. One employe killed (want of caution.) Wm. Wilson, foreman switch engine, in coupling cars slipped in place of new tie, fell backward and had both feet mashed; died at Youngstown.

September, 1869. One employe injured (want of caution.) Richard Cowan, section man, ballasting track, heard whistle, but thought it on 2nd Division, was struck by engine and sustained flesh wound in right ankle; east of Leavittsburgh.

September 2, 1869. One employe injured (want of caution.) Geo Raymond, brakeman, uncoupled engine from cars, slipped and fell on ties, toes run over and smashed; at Cleveland.

September 9, 1869. One employe injured (want of caution.) W. H. Wharfield, brakeman, caught his left hand between two cars of iron, while making chain coupling, in Leavittsburgh yard, also broke two ribs on left side; arm amputated above elbow; at Leavittsburgh.

October 3, 1869. Two employes injured (want of caution.) Phil. Kernen, foreman switch engine, and Geo. Tedwell, brakeman, fell on track and had leg crushed and broken below knee; at Cleveland.

October 6, 1869. Two persons killed. Eben Knap and Mr. Lane, citizens. They were watching a dog fight on track and did not see engine until too late. Both killed; at Leavittsburgh.

October 6, 1869. One employe injured (want of caution.) F. York, brakeman, caught arm between drawheads; fleshy part of arm badly bruised; at Leavittsburgh.

October 10, 1869. One employe injured (want of caution.) A. Fletler, brakeman, while coupling car and engine, caught right arm between deadwood of engine and car; arm bruised; at Ravenna.

October 14, 1869. One employe injured (want of caution.) Alex Abar, brakeman, was caught between deadwoods, in coupling, and injured slightly; at Plank Road.

October 16, 1869. One employe injured (cause beyond his own control.) J. M. Dilley, brakeman, while running over train, run-plank broke and he, falling through car on his face, broke his nose.

October 21, 1869. One employe injured (want of caution.) L. Lendsey, switchman, while coupling cars, caught arm between deadwood of cars, crushing it badly; at Kent yard.

October 26, 1869. One employe injured (cause beyond his own control.) C. Pierce, brakeman at rear end—collision—had his leg crushed, afterwards amputated; east of Warren.

October 27, 1869. One employe injured (want of caution.) Irvin Brown, brakeman, while turning engine on turn table got foot caught, crushing it; at Leavittsburgh.

October 29, 1869. One employe injured (cause beyond his own control.) K. Webster, brakeman, was caught between platform of baggage car and coach and received severe bruises on chest and knee joint. Passenger train ran into open switch and struck train on siding; at Girard.

November 3, 1869. One employe injured (want of caution.) George Hoffman, brakeman, had hand badly pinched in coupling engine to cars; at Cleveland.

November 3, 1869. One employe injured (want of caution.) A. P. Smith, brakeman, while coupling cars, caught right arm between deadwood of cars, bruising it, but not dangerously; at Kent yard.

November 10, 1869. One employe injured (want of caution.) Jeff. Duddleson, brakeman, while coupling cars, caught his left hand between deadwoods, smashing two fingers so that they had to be amputated; at Urbana.

November 10, 1869. One employe injured (want of caution.) Tom Castello had foot bruised in unloading timber, which slipped onto it; at Aurora.

November 13, 1869. One employe injured (want of caution.) W. L. Russ, brakeman, lost portion of each finger on left hand, in coupling engine to train; at Youngstown.

November 15, 1869. One employe injured (want of caution.) O. P. Rorick, brakeman, while coupling cars, caught his hand between draw-heads; two fingers broken and another badly bruised; at West Salem.

November 19, 1869. One employe injured (cause beyond his own control). Tod Hughes, brakeman, fell out of coal car from its striking bunting-post with violence; face and limbs badly bruised; at Creamer Coal Bank, Hubbard Branch.

November 22, 1869. One employe injured (want of caution.) Smith Dustin, brakeman, had one finger taken off at second joint, in coupling cars; at Phalanx.

November 26, 1869. One employe injured (want of caution.) Wm. Russell, brakeman, while coupling cars, caught his left hand between draw-heads, breaking two fingers and otherwise bruising hand; at Akron.

December 3, 1869. One person injured. Geo. Smith, citizen, fell off car while train was backing out of switch, getting a very severe flesh wound in calf of left leg, also bones of left foot badly crushed; at Warren.

December 8, 1869. One employe injured (cause beyond his own control). Geo. Raymond, brakeman, had arm pinched, in coupling car of railroad iron to box car; iron slipped and caught him; at Garrettsville.

December 13, 1869. One employe injured (want of caution). George Wilson, brakeman, while coupling cars, caught his right hand between draw-heads, badly bruising four fingers; at Kent.

December 14, 1869. One employe injured (want of caution). Joseph Britton, brakeman, coupling cars, caught hand between draw-heads, smashing it very badly; at Urbana.

December 24, 1869. One employe injured (cause beyond his own control). — Laughlin, engineer, was running engine "29," in yard; car of cinders ran away from station five miles up the grade, came down and struck engine "29," severely bruising the engineer; at Cleveland.

January 18, 1870. One employe injured (want of caution). A. J. Nelson, brakeman, coupling cars, caught hand between deadwoods, smashing it very badly; three fingers amputated; at Seville.

January 26, 1870. One employe killed (want of caution). Geo. W. Smith, brakeman, fell under cars while passing from engine to train; the whole train ran over one leg and the other foot; died three days after the accident; west of Ashland.

January 31, 1870. One employe injured (want of caution). Henry Young, conductor switch engine, was caught between cars while coupling, and leg was badly squeezed; at Niles.

January 31, 1870. Two persons killed. Two unknown men stole a ride on train, and were put off at Plank Road. In the darkness they got on tender of engine, and sat on deadwoods with their feet on first car. At "dead man's crossing" the engine came uncoupled from train, and men fell through onto track to be mangled and killed. They were not discovered till about 4 o'clock A. M., by track-walker. Scared! Oh, no! Buried at Cleveland, without identification. Coroner's verdict: Company not to blame. Between Plank Road and Solon.

February 10, 1869. One person injured. Jacob Kant, citizen, was struck by train "One," while sitting on end of a tie, undoubtedly intoxicated, as he paid no attention to signals; not fatally injured; east of Marion.

February 21, 1870. One employe injured (cause beyond his own control). Mike McGue, brakeman, in setting up brake, wrenched off brake-wheel, fell on to track and had foot badly smashed, beside severe contusion under left eye; at Newburgh.

March 10, 1870. One employe injured (want of caution). J. Janison, switchman, while coupling cars, caught right hand, getting it badly crushed; three fingers amputated; at Kent Yard.

March 12, 1870. One employe injured (want of caution). T. Jacobs, switchman, coupling cars, got hand caught and stomach squeezed, so as to disable him from work for several days; at Kent Yard.

March 12, 1870. One employe injured (want of caution). Chas Fulton, brakeman, switching fell from train, and one wheel passed over his right leg below the knee, but did not break the bone; broke three ribs falling from car; at Richwood.

March 14, 1870. One passenger killed (want of caution). — Kelsey, a passenger, was standing on rear platform when train started, and he fell off onto track and died in a few hours after. Coroner's verdict was that he came to his death from congestion of the brain caused by the fall, or using too much strong drink, or both; nobody blamed; at Burbank.

March 31, 1870. Two employes injured (cause beyond their own control). J. D. Bennett, conductor, and John Kearney, brakeman; bad joint threw engine off track, severely scalding both legs of J. D. Bennett, and badly bruising legs of Kearney; on Hubbard Branch.

April 15, 1870. One person killed. John Wear, citizen, tried to climb on side of freight car while train was in motion, and he being very drunk, fell between cars; both legs and arms were run over, and he was otherwise injured, causing death in about eight hours after. Coroner's jury rendered a verdict in accordance with above facts; at Mansfield.

April 19, 1870. One person killed. Miss Julia Shaffer, intoxicated and of bad repute, was walking on track; all signals given and brakes applied; not getting off track, was run over and killed; at Warren.

April 23, 1870. One employe killed (want of caution). S. D. Loutzenhisser, switchman, coupling cars, got head caught between projecting log on one car and deadwood of another; killed.

April 29, 1870. One employe injured (want of caution). Alex. S. Beggs, conductor coupling cars, caught his left hand and bruised two fingers badly; at Mansfield.

May 11, 1870. One employe injured (want of caution.) W. McCracken, switchman, coupling cars, got his right arm badly crushed; small bone broken; coat-sleeve caught between deadwoods; at Kent.

May 12, 1870. One person injured. Mr. Crogan, citizen; walking along track was knocked off; shoulder-blade broken, and otherwise severely injured. He paid no attention to signals; at Youngstown.

May 27, 1870. One employe injured (want of caution.) J. P. Bigler, brakeman, arm pinched while coupling cars; at Leavittsburg.

May 28, 1870. One employe killed (want of caution.) John McCracken, engineer of pumping engine, while trying to cross track was knocked down by caboose, getting both legs cut off below knee—died.

June 6, 1870. One employe injured (want of caution.) Michael Foley, brakeman, coupling cars, caught hand, smashing one thumb badly; at Galion yard.

June 15, 1870. One person injured. Unknown man, struck by train "one," while walking on track, paid no attention to signals; head cut badly, but not dangerously; at Akron.

June 18, 1870. One person killed. John McCarty, citizen; was walking on track—engine knocked him off killing him. He was aged and deaf—at Mantua.

June 20, 1870. One person killed. Mr. Carpenter, was struck by train; was either sitting, standing or walking on track when struck; night so foggy the train men did not see him. Found dead next morning by side of track. Had been stopping at Caledonia, and was in habit of getting drunk. Coroner's verdict, "no one to blame;" west of Caledonia.

June 29, 1870. One employe injured (cause beyond his own control.) S. McVey, brakeman, while passing from one car to another, handle of box car gave way, throwing him outside the rail, breaking collar bone, and dislocating shoulder; west of Warren.

June 30, 1870. One person killed. John Vete, citizen; was standing on Mahoning railroad bridge over C., C. C. & I. R. R. track, looking at train below; Mahoning switch engine came along bell ringing as usual, with coal train from docks; smoke from lower train prevented him from seeing engine till too late. He was knocked down and when picked up after being dragged a short distance, was found to be dead. Coroner's verdict exonerated the road from blame, at Cleveland.

Total killed—

Passengers	1
Employes	4
Others	10
	<hr/> 15

Total injured—

Employes	46
Others	5
	<hr/> 51

State of New York, county of New York, ss.:

Jay Gould, President of the Erie Railway Co. (Lessees of the Atlantic and Great Western Railway,) and L. D. Rucker, General Superintendent of the Atlantic and Great Western Railway, being duly sworn, each for himself, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June A. D. 1870, according to the best of his knowlege and belief.

(Signed]

JAY GOULD,
L. D. RUCKER.

Subscribed and sworn to, before me, this fifteenth day of November, A. D. 1870.

MORTIMER SMITH,
Commissioner of Deeds for Ohio in New York.

ANNUAL REPORT

OF THE

CLEVELAND AND MAHONING RAILROAD COMPANY,

For the year ending June 30, 1870.

[Road—all in Ohio—leased to Atlantic and Great Western (and sub-leased to the Erie)
Railway Co.]

AS TO STOCK AND DEBTS.

STOCK.

The amount of capital stock all paid in (common)	\$2,056,750 00
Amount of stock per mile of road (75 miles)	27,423 33
No increase or decrease during the year.	

DEBTS.

1st mortgage bonds.....	\$827,000 00
2d mortgage bonds	100 00
3d mortgage bonds	654,500 00
Hubbard Branch bonds	127,500 00
Total	\$1,609,100 00
Less amount in Sinking Fund	323,600 00
	\$1,285,500 00
Decrease of funded debt, since June 30, 1869.....	\$43,000 00
Amount of debt per mile of road (75 miles).....	17,140 00
Total amount of stock and debt.....	3,342,250 00
Total amount of stock and debt per mile	44,563 33

COST OF ROAD AND EQUIPMENT.

Cost of construction.....	\$3,147,934 24
Cost of right of way and equipment (is not known.)	
Cost of road, etc., per mile.....	41,972 45

LENGTH OF LINE.

Main Line	67 miles.
Branch from Youngstown to Hubbard	*8 "
Total	75 miles.

*This branch is reported by the Lessee as being 14 miles in length.

RECEIPTS.

This road was leased to the Atlantic and Great Western Railway Company, October, 1863, for ninety-nine years, for \$274,272.00 per annum, payable in monthly installments, in advance, of \$22,856.00.

Whole amount received for the year ending June 30, 1870..... \$274,272 00

PAYMENTS.

The company paid during the year two dividends of three and a half per cent each, amounting to.....	\$143,972 50	
Paid Government tax on same.....	7,577 50	\$151,550 00
Paid interest coupons within the year	\$88,248 82	
Paid Government tax on same.....	4,644 68	\$92,893 00
The company paid of its bonded debt		43,000 00
Total payments.....		\$287,443 50

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Joseph Perkins.....	Cleveland Ohio.
John Tod.....	" "
Dudley Baldwin.....	" "
Fred'k Kinsman.....	Warren, "
Henry B. Perkins.....	" "
Charles Smith.....	" "
Reuben Hitchcock.....	Painesville, "
R. W. Cunningham.....	New Castle, Pa.
James McGee.....	Philadelphia, Pa.
Joseph Perkins, President.....	Cleveland, Ohio.
George Mygatt, Secretary and Treasurer.....	" "

State of Ohio, County of Cuyahoga, ss. :

George Mygatt, Secretary and Treasurer of the Cleveland and Mahoning Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D., 1870, according to the best of his knowledge and belief.

(Signed)

GEORGE MYGATT,
Secretary and Treasurer.

Subscribed and sworn to, before me, this thirtieth day of June, A. D., 1870.

[SEAL.]

AARON CLARK,
Notary Public.

ANNUAL REPORT

OF THE

CARROLLTON AND ONEIDA RAILROAD COMPANY.

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBTS

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$14,400 00
Amount of stock per mile of road (12 miles)	1,200 00

DEBTS.

Decrease of funded debt since June 30, 1869.....	\$1,600 00
The amount of floating debt about.....	200 00
Amount of debt per mile of road (12 miles).....	16 66
Total amount of stock and debt	14,640 00
Total amount of stock and debt per mile.....	1,216 66

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction (original cost)	\$101,000 00
Cost per mile (12 miles).....	8,416 66

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of main track laid with iron.....	12 miles.
Aggregate length of sidings and other tracks not above enumerated.....	600 feet.
Total length of iron embraced in preceding heads.....	12 miles, 600 feet.

How much of the road in Ohio is ballasted, and with what material?

All but about a mile and a half; with gravel and loam.

BRIDGES.

Number of wooden bridges, and aggregate length in feet:	
Number.....	5
Aggregate length.....	302 feet.
Number of wooden trestles, and aggregate length in feet:	
Number.....	2
Aggregate length.....	88 feet.

The greatest age of wooden bridges.....	4 y'rs.
The average age of wooden bridges.....	4 y'rs.
The greatest age of wooden trestles.....	4 y'rs.

ROAD UNFENCED.

The length of road unfenced on either side, and the reason therefor:

There is a fence on one side of the road nearly all the way; this was done by the owners of the lands.

EQUIPMENT.

Number of locomotives	1
Number of passenger cars.....	1
Number of express and baggage cars.....	1
Number of freight cars	2
Number of other cars.....	1

Total number of persons employed in operating the road in Ohio:

About four; sometimes more.

SPEED OF TRAINS.

Average rate of speed for trains:

Twelve miles per hour.

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers charged for the respective classes per mile:

Highest rate per mile for passengers carried.....	6¼ cents.
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FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local:

Highest rate for the shortest distance freight is carried—first class.....	15 cents.
“ “ “ “ “ second class.....	13 cents.
“ “ “ “ “ third class	12 cents.
“ “ “ “ “ fourth class.....	10 cents.
“ “ “ “ “ fifth class.....	9 cents.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	7,992
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CARS.

The number of miles run by passenger cars.....	7,992
--	-------

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	3,541
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FREIGHT.

The number of tons of freight carried.....	60,111
--	--------

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	6
Total number of tons of coal consumed during the year.....	65

EARNINGS AND EXPENSES.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$2,655 75
Earnings from transportation of freight.....	2,662 16
Earnings from mail	450 00
Earnings from express	172 00
Total earnings for the year.....	<u>\$5,939 91</u>

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Oil, tallow and waste.....	\$42 50
Road-bed and road-way—repairs of.....	160 00
Snow and ice removing.....	10 00
Track—repairs of	616 09
Water, wood and coal stations—repairs of (for pump).....	8 00
Total.....	<u>\$836 59</u>
Expenses per mile of road for maintenance of way and structures during the year.....	\$69 72

TABLE B.—MOTIVE POWER AND CARS.

Coal (65 tons)	\$182 00
Engineers and fireman.....	1,320 00
Freight car repairs	230 00
Fuel for engine houses and shops.....	25 00
Locomotive repairs.....	25 00
Oil, tallow and waste.....	10 00
Passenger and baggage car repairs	15 00
Wipers (our fireman performs this, no extra pay.)	
Total	<u>\$1,807 00</u>
Expense per mile of road for motive power and cars.....	150 58

TABLE C.—TRANSPORTATION EXPENSES.

Clerks	\$60 00
Freight lost and damaged.....	19 13
Mail expense (our fireman performs this, no extra charge.)	
Oil, tallow and waste.....	42 50
Station service	<u>240 00</u>
Total	<u>\$361 63</u>
Amount per mile of road of transportation expenses	30 14

EXPENSES OF OPERATING THE ROAD.

Taxes, State and National:

State taxes.....	\$80 40
National taxes.....	96 00
	<u>\$176 40</u>

Total general expenses.....	\$176 40
Amount per mile of road of general expenses.....	14 70

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$5,939 91
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$836 59
(B) Motive power and cars.....	1,807 00
(C) Transportation expenses.....	361 63
(D) General expenses	176 40
Total operating expenses for the' year	\$3,181 62
Net earnings	\$2,758 29

AMOUNTS PER MILE OF ROAD (12 MILES.)

Amount of earnings per mile of road.....	\$494 99
Amount operating expenses per mile of road	265 14
Amount net earnings per mile of road.....	229 85

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.

Union Express. They pay us \$25 per month.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year.

No injuries.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
James Huston.....	Carrollton, Carroll Co.
S. Sterling.....	" "
W. Butler.....	" "
J. W. Amos	" "
J. Helfrick.....	" "
C. A. Shober	" "
H. A. Stidger.....	" "
H. A. Stidger.....	President and General Superintendent.
Jas. Huston.....	Vice President.
S. L. Sterling.....	Secretary, Auditor and General Freight Agent.
Wash. Butler.....	Treasurer.
M. T. Wiggins	Engineer and Superintendent.
Jacob Helfrick	General Ticket Agent.

Communications intended for this company should be addressed as follows:

H. A. Stidger, President, Carrollton, Ohio.

State of Ohio, County of Carroll, ss:

Henry A. Stidger, President of the Carrollton and Oneida Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed,)

H. A. STIDGER,
President.

Subscribed and sworn to before me, this twentieth day of August, A. D. 1870.

[SEAL.]

ROBERT RALEY,
Notary Public.

ANNUAL REPORT

OF THE

CENTRAL OHIO RAILROAD COMPANY,

AS REORGANIZED

(CENTRAL OHIO DIVISION OF THE BALTIMORE AND OHIO
RAILROAD).

For the year ending June 30, 1869.

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$3,000,000 00
Amount of stock per mile of road (137 miles)	21,897 81

DEBTS.

The amount of funded debt, giving classes, as follows :	
Total funded debt (all first mortgage bonds).....	\$2,500,000 00
Decrease of floating debt since June 30, 1869.....	5,935 00
Amount of debt per mile of road (137 miles).....	18,248 17
Total amount of stock and debt	5,500,000 00
Total amount of stock and debt per mile.....	40,145 98

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction.....	\$5,500,000 00
Cost of road and equipment per mile (137 miles).....	40,145 98

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

Length of single main track laid with iron.....	*137	miles.
Aggregate length of sidings and other tracks not above enumerated....	26.55-100	"
Total length of iron embraced in preceding heads.....	163.55-100	"

How much of the road is ballasted and with what material?

Entire road ballasted; one-half gravel, one-half broken stone.

* 33 miles of this, from Columbus to Newark, is owned jointly with the Pittsburgh, Cincinnati and St. Louis Railway Company.

BRIDGES.

Number of wooden bridges, and aggregate length in feet :

Number	64
Aggregate length	5,011½ ft.

Number of iron bridges, and aggregate length in feet :

Number	2
Aggregate length	564 ft.

Number of wooden trestles, and aggregate length in feet :

Number	4
Aggregate length	1,867 ft.
The greatest age of wooden bridges	17 years.
The average age of wooden bridges	6 "
The greatest age of wooden trestles	8 "

The number and kind of new bridges built during the year, (ending June 30, 1870,) and length in feet, (by following table :)

Specify each bridge.	Kind: (Giving distinguishing name.	Whether wood, stone or iron.	Length in feet.	When built: date.
No. 1	Howe Truss	Wood	150	February, 1870
No. 10	" "	"	57	April, "
On 21st mile	Truss girder	"	50	" "
On 128th mile	" "	"	42	" "

ROAD UNFENCED.

The length of road unfenced on either side and the reason therefor.

A considerable portion of the road is not fenced, but in many cases it is where the land owners have assumed that duty.

Length of road fenced during the past year (ending June 30,) and cost per rod.

468 rods at \$1.40 per rod.

EQUIPMENT.

Number of locomotives	43
Number of passenger cars	26
Number of express, mail and baggage cars	24
Number of freight cars—box	306
Number of gondola, stock, flat and other cars	370
Total number of persons employed in operating the road in Ohio	1,266

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.	30 to 35
Average rate of same, including stops	26
The highest rate of speed allowed by mail and accommodation trains when in motion	25 to 30
Average rate of same, including stops	23
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried.	5	.....	.....
Highest rate per mile for distances more than 5 and less than 15 miles	3½	.....	.....
Highest rate per mile for distances more than 15 and less than 30 miles	3½	.....	.....
Highest rate per mile for distances more than 30 and less than 50 miles	3½	.....	.....
Highest rate per mile for distances more than 50 and less than 100 miles	34-10	.....	.....
Highest rate per mile for the whole length of your main line in Ohio	3½	.....	.....
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State	3½	2	1½

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.	15	13	10	7
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	12	10	8	6½
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	10	8	7	6
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	8	7 1-5	6 2-5	53-5
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	6 8-10	5 8-10	4 8-10	44-10
Highest rate per ton per mile for the whole length of your main road in Ohio.....	5 8-10	5 1-10	4 4-10	36-10
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State.....	5½	4	3½	18.10

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year.....	4½ miles.
The length of re-rolled iron laid during the year.....	18 "
The length of spliced and mended iron laid during the year.....	96,552 feet.

How much steel rail have you, and how long laid? Length, 1,054 feet (in switches.)
Time laid, 15 months.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	309,489
“ “ “ “ freight “	748,096
Total mileage of locomotives.....	1,057,585

CARS.

The number of miles run by passenger cars.....	825,152
“ “ express and baggage cars.....	350,227
“ “ freight cars.....	4,127,559
Total mileage of cars	5,302,938

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	212,470
Total miles traveled by passengers, or number of passengers carried one mile.....	9,543,817
Average number of miles traveled by each passenger carried.....	54
Average amount received from each passenger carried.....	\$1 56
Average amount <i>per mile</i> received from each passenger carried.....	3 cents.

FREIGHT.

The number of tons of through freight carried.....	110,365
The number of tons of local freight carried.....	100,940
Total number of tons, through and local, carried.....	211,305
Total number of tons of freight carried one mile.....	15,943,870
Average amount received for each ton of freight carried.....	\$2 05
Average amount <i>per mile</i> received for each ton of freight carried.....	2½ cents

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	2,528
Total number of tons of coal consumed during the year.....	20,656

EARNINGS AND EXPENSES.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$283,094 14
Earnings from transportation of freight	485,153 76
Earnings from mail.....	25,966 47
Earnings from express	30,937 74
Earnings from other sources.....	10,608 39
Total earnings for the year.....	\$835,760 50

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY STRUCTURES.

Bridges—repairs of	\$8,905 94
Road-bed and road-way—repairs of.....	215,107 39
Stations—repairs of.....	12,520 92

Telegraphs—repairs of	\$556 47
Watchmen—track and bridge	18,743 43
Water, wood and coal stations—repairs of	8,744 97
Total	<u>\$264,579 12</u>

TABLE B.—MOTIVE POWER AND CARS.

Freight car repairs	\$45,042 91
Fuel for engine houses and shops	45,791 29
Incidentals	252 93
Locomotive repairs	112,394 05
Passenger and baggage car repairs	21,842 02
Tools and repairs of tools	7,068 07
Water, wood and coal stations—expenses of	12,087 22
Wipers	19,248 93
Total	<u>\$263,727 42</u>

TABLE C.—TRANSPORTATION EXPENSES.

Books, printing and stationery	\$4,172 05
Clerks	26,804 48
Foreign agents	12,177 48
Freight lost and damaged	15,269 55
Fuel and lights for stations	1,472 99
Incidentals	3,736 87
Oil, tallow and waste	21,000 49
Station service	46,355 83
Telegraph expenses	9,201 93
Train service	95,172 55
Total	<u>\$235,364 22</u>

TABLE D.—GENERAL EXPENSES.

General office expenses	\$199 58
Legal department, attorneys' fees, etc.	1,217 21
Taxes, State and National:	
State taxes	24,105 34
National taxes	11,829 13
Total	<u>\$37,351 26</u>

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$835,760 50
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OPERATING EXPENSES.

(A) Maintenance of way and structures	\$264,579 12
(B) Motive power and cars	263,727 42
(C) Transportation expenses	235,364 22
(D) General expenses	37,351 26
Total operating expenses for the year	<u>\$801,022 02</u>
Net earnings	34,738 48

NOTE.—Dividends have been paid by the Central Ohio Railroad Co. of the 35 per cent. received of the B. & O. R. R. Co., as follows: In December, 1869, \$72,667.50, less tax; June, 1870, \$24,236.50, free of tax; and in December, 1869, and June, 1870, \$24,174, on preferred stock, less tax; also interest on mortgage bonds, \$150,000.

AMOUNTS PER MILE OF ROAD (137 MILES).

Amount of earnings per mile of road	\$6,100 44
Amount of operating expenses per mile of road	5,846 87
Amount of net earnings per mile of road	253 57

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Adams Express company. From October 1st to May 1st they pay \$100 per day, and are allowed to carry 4,000 pounds per day eastward and 14,000 pounds westward; and from May 1st to October 1st \$80 per day, and are allowed to carry 4,000 pounds per day eastward and 6,000 pounds westward; excess in weight at 50 cents per 100 pounds; one messenger with each train.

What freight or transportation companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

None.

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor:

Number.	Kind of Animals.	Amount paid.
23	Sheep	57 80
4	Horses	
12	Cows	
7	Calves	10 00
11	Hogs	
57	Total.....	\$67 80

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year.

September 1, 1869. Two persons killed. D. McNamar, and Stanley Mathews, a boy nine years old, run over by switching engine at street crossing, Newark; they were standing on crossing, looking at an approaching train.

September 7, 1869. One employe injured (cause beyond his own control). Stock train descending "section 16" grade, uncoupled, rear ran into front part of train; the concussion threw James W. Johns, brakeman, to the ground, fracturing wrist and both thighs; has since resumed his duties.

September 8, 1869. Two employes killed (cause beyond their own control.) James B. Guthrie, freight conductor, and John Leatherman, fireman, were killed by a collision near Campbell's Station.

September 8, 1869. One person killed, supposed to be Thomas Trainor, while trying to steal a ride on platform of baggage car; was killed by collision above mentioned, near Campbell's Station.

September 8, 1869. One employe injured cause beyond his own control. W. Wildman, leg broken by collision mentioned above.

September 8, 1869. One person injured. Jesse George, a boy 15 or 16 years old, had both legs broken by collision mentioned above; one leg has since been amputated.

November 10, 1869. One passenger injured (want of caution.) Geo. Davis, boy 12 years old, knocked off platform of passenger car, at Black Hand Station, thigh fractured; had been warned to remain inside.

May 10, 1870. One employe killed (want of caution.) John Ryan, foreman of track, found dead lying alongside of track, probably killed by train; was last seen alive intoxicated.

May 11, 1870. One employe injured (cause beyond his own control.) Jos. Huston, switchman in Newark yard; coupling engine to car; foot caught on sliver of rail, and fell, right leg broken, required amputation.

June 25, 1870 One person killed. Geo. F. Gardner, a traveler, tired and foot-sore, sat down on track to rest; fell asleep, was run over by accommodation train; lived but three hours.

Total killed—

Employes	3	
Others	4	7

Total injured—

Passengers	1	
Employes	3	
Others	1	5

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
H. J. Jewett	Columbus, Ohio.
Daniel Applegate	Zanesville, Ohio.
Jos. R. Swan	Columbus, Ohio.
Wm. Dennison	Columbus, Ohio.
W. H. Clement	Cincinnati, Ohio.
Jos. B. Ford	Wheeling, W. Va.
Walter C. Quincy	Columbus, Ohio.
John H. Heaton	St. Clairsville, Ohio.
John King, Jr.	Baltimore, Md.
Walter B. Brooks	Baltimore, Md.
Jos. H. Reeman	Baltimore, Md.
Jos. W. Jenkins	Baltimore, Md.
James Harvey	Baltimore, Md.
H. J. Jewett	President, Columbus, Ohio.
Wm. Wing	Secretary, Columbus, Ohio.
D. Applegate	Treasurer, Zanesville, Ohio.
W. C. Quincy	Ass't M. of T. and R., Columbus, Ohio.
R. H. Buell	Auditor, Columbus, Ohio.
L. M. Cole	General Ticket Agent, Baltimore, Md.
Geo. R. Blanchard	General Freight Agent, Baltimore, Md.

Communications intended for this Company should be addressed as follows:

W. C. Quincy, A. M. T. & R., Columbus, Franklin Co., Ohio.

State of Ohio, County of Franklin, ss.:

Walter C. Quincy, Ass't M. of T. and R., of the Baltimore and Ohio Railroad Company, Central Ohio Division, being duly sworn, deposes and says that he has caused the foregoing statement to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

Signed,

W. C. QUINCY,

A. M. T. and R.

Subscribed and sworn to before me, this fifteenth day of November, A. D. 1870.

[SEAL.]

L. G. BYRNE,

Notary Public, Franklin Co., Ohio.

ANNUAL REPORT

OF THE

SANDUSKY, MANSFIELD AND NEWARK RAILROAD CO.,

For the year ending June 30, 1870.

The road of this company was, on the 1st of July, 1869, leased to the Central Ohio Railroad Company for the term of seventeen years and five months from and after the above date, for the annual sum of \$174,350, payable half-yearly, in January and July, payment being guaranteed by the Baltimore and Ohio Railroad Company. The line is now known as the *Lake Erie Division of the Baltimore and Ohio Railroad Company*.

[The following report as to stock, debts, rental received and payments therefrom, and names of officers is made by J. O. Moss, Secretary of the Company. The operations of the road for the year are given in a separate report, made by the lessee, following this.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$910,623 00
Increase of stock since June 30, 1869.....	5,800 00
Amount of stock per mile of road (116 miles).....	7,850 20

DEBTS.

The amount of funded debt, (giving classes,) as follows :

First mortgage bonds.....	\$2,307,742 00
The amount of floating debt.....	1,100 00
Decrease of floating debt since June 30, 1869.....	6,500 00

Total amount of funded and floating debts.....	\$2,308,842 00
--	----------------

Amount of debt per mile of road (116 miles).....	\$19,903 81
Total amount of stock and debt.....	3,219,465 00
Total amount of stock and debt per mile.....	27,754 00

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment to this date, June 30, 1870.....	\$3,218,365 00
Cost of road and equipment per mile (116 miles).....	27,744 52

RECEIPTS AND PAYMENTS.

RECEIPTS.

Receipts from rental and all other sources during the year..... \$174,350 00

PAYMENTS.

Interest on bonds.....	\$155,952 50	
Tax on same.....	7,797 60	
		\$163,750 10
Balance.....		\$10,599 90

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.

POST-OFFICE ADDRESS.

William G. Lane.....	Sandusky, Ohio.
E. B. Sadler.....	Sandusky, Ohio.
J. O. Moss.....	Sandusky, Ohio.
H. P. Warden.....	Sandusky, Ohio.
Jno. Gardiner.....	Norwalk, Ohio.
S. W. Robinson.....	Plymouth, Ohio.
L. J. Tracy.....	Mansfield, Ohio.
H. B. Curtiss.....	Mount Vernon, Ohio.
Jerome Buckingham.....	Newark, Ohio.
Jno. Gardiner.....	President.
L. J. Tracy.....	Secretary of Board.
J. O. Moss.....	Treasurer.

Communications intended for this company should be addressed as follows:

Sandusky, Mansfield and Newark R. R. Co., Sandusky, Ohio.

State of Ohio, County of Erie, ss.:

J. O. Moss, Treasurer of the Sandusky, Mansfield and Newark Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

J. O. MOSS,

Treasurer of S. M. and N. R. R. Co.

Subscribed and sworn to, before me, this 20th day of October, A. D. 1870.

[SEAL.]

WILLIAM G. LANE,

Notary Public.

ANNUAL REPORT OF THE CHARACTERISTICS AND OPERATIONS

OF THE

SANDUSKY, MANSFIELD AND NEWARK RAILROAD,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

[Leased to the Central Ohio Railroad Co.; sub-leased to the Baltimore and Ohio Railroad Co., and now known as the *Lake Erie Division of the Baltimore and Ohio Railroad.*]

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

Length of single main track laid with iron	116 $\frac{1}{4}$ miles.
Aggregate length of sidings and other tracks not above enumerated	10 "
Total length of iron embraced in preceding heads.....	126 $\frac{1}{4}$ miles.

How much of the road in Ohio is ballasted and with what material?

104 $\frac{1}{2}$ miles with stone and gravel.

How much of the road has been ballasted since June 30, 1869, and with what material?

10 $\frac{1}{4}$ miles—9 miles with gravel, 1 $\frac{1}{4}$ with stone.

BRIDGES.

Number of wooden bridges, and aggregate length in feet :

Number.....	20	Aggregate length	2,299 feet.
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Number of wooden trestles, and aggregate length in feet:

Number.....	58	Aggregate length*	3,833 feet.
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The greatest age of wooden bridges.....	13 years.
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The average age of wooden bridges	4 "
---	-----

The greatest age of wooden trestles.....	4 "
--	-----

*Of this 3,833 feet of trestling, 808 feet of it has been removed.

The number and kind of new bridges built during the year, (ending June 30, 1870, and length in feet, (by following table) :

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built: Date.
Frederick	Howe Truss	Wood	191½	November, 1869.
Canal	"	"	77	February, 1870.
Black Fork	"	"	69	May, 1870.

EQUIPMENT.

Number of locomotives	14
Number of passenger cars	12
Number of express and baggage cars	7
Number of freight cars	187
Number of other cars	50
Total number of persons employed in operating the road in Ohio	642

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion	30 to 35
Average rate of same, including stops	26
The highest rate of speed allowed by mail and accommodation trains when in motion	25 to 30
Average rate of same, including stops	23
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for Passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried	5	.....	.....
Highest rate per mile for distances more than 5 and less than 15 miles	3½	.....	.....
Highest rate per mile for distances more than 15 and less than 30 miles	3½	.....	.....
Highest rate per mile for distances more than 30 and less than 50 miles	3½	.....	.....
Highest rate per mile for distances more than 50 and less than 100 miles	3½	.....	.....
Highest rate per mile for the whole length of your main road in Ohio	3½	.....	.....
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State	3½	2	1½

FREIGHT.

The rate per ton per mile charged for the various classes of Freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.....	20	18	15	10
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	17	16	13	9
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	13	12	11	7
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	10½	9½	8	6
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	8	7	5	4
Highest rate per ton per mile for the whole length of your main road in Ohio.....	7 6-10	6 7-10	4 6-10	3 6-10
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	5½	4	3½	1 8-10

DOINGS FOR THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year	1 mile.
The length of re-rolled iron rail laid during the year.....	7 miles.
The length of spliced and mended iron laid during the year	8 "

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains	156,919
The number of miles run by locomotives hauling freight trains	276,087
Total mileage of locomotives.....	433,006

CARS.

The number of miles run by passenger cars.....	401,772
The number of miles run by express and baggage cars	210,422
The number of miles run by freight cars.....	1,852,195
Total mileage of cars	2,464,389

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number of passengers, of all classes, carried in cars.....	174,890
Total miles traveled by passengers, or number of passengers carried one mile	5,340,664
Average number of miles traveled by each passenger carried	31
Average amount received from each passenger carried.....	95 cents.
Average amount <i>per mile</i> received from each passenger carried.....	3 "

FREIGHT.

The number of tons of through freight carried.....	34,165
The number of tons of local freight carried.....	75,740
Total number of tons, through and local, carried.....	109,905
Total number of tons carried one mile.....	6,112,169
Average amount received for each ton of freight carried.....	\$2.13
Average amount <i>per mile</i> received for each ton of freight carried	2½ cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	6,890
Total number of tons of coal consumed during the year.....	4,196

EARNINGS AND EXPENSES.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$160,219 92
Earnings from transportation of freight.....	287,851 82
Earnings from mail.....	11,600 00
Earnings from express.....	17,006 80
Earnings from other sources	3,495 83
Total earnings for the year.....	\$480,174 37

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$12,815 25
Buildings—repairs of	3,514 64
Road-bed and road-way—repairs of.....	140,683 18
Water, wood and coal stations—repairs of	6,067 24
Total	\$163,080 31

TABLE B.—MOTIVE POWER AND CARS.

Engineers and firemen	\$32,362 31
Freight car repairs	8,910 97
Locomotive repairs	21,200 44
Passenger and Baggage car repairs	9,038 60
Shop expense	136 04
Tools and repairs of tools.....	5,026 78
Watchmen	1,370 00
Water, wood and coal stations—expenses of.....	1,510 38
Wipers.....	6,175 27
Wood	5,294 61
Total	\$91,025 40

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies.....	\$1,645 30
Clerks	18,837 87
Foreign agents	642 09

Fuel and light for stations	\$281 92
Incidentals	1,620 76
Oil, tallow and waste	5,302 97
Station service	19,367 78
Telegraph expenses.....	1,827 75
Train service	33,288 67
Total	\$82,815 11

TABLE D.—GENERAL EXPENSES.

General office expenses.....	56 20
Incidentals	2,141 27
State taxes	7,404 63
National taxes	3,405 53
Total	\$13,007 63

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$480,174 37
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OPERATING EXPENSES.

(A) Maintenance of way and structures	\$163,080 31
(B) Motive power and cars.....	91,025 40
(C) Transportation expenses	82,815 11
(D) General expenses.....	13,007 63
Total operating expenses for the year.....	\$349,928 45
Net earnings	130,245 92
Rental annually (paid to S. M. & N. R. R. Co.).....	174,350 00
Total of operating expenses and other payments	\$524,278 45

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$480,174 37
Total of operating expenses and all other payments	524,278 45
Deficit or excess of payments over receipts	\$44,104 08

AMOUNTS PER MILE OF ROAD—116½ MILES.

Amount of earnings per mile of road	\$4,130 53
Amount of operating expenses per mile of road	3,010 13
Amount of net earnings per mile of road	1,120 40
Amount of total receipts per mile of road	4,130 53
Amount of total payment per mile of road.....	4,509 92
Amount of deficit per mile of road	379 39

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

United States Express Co. pay \$50 per day, and are allowed to carry 6,000 pounds each

way; for excess they pay 25 cents per 100 pounds on local, and 50 cents per 100 pounds on through.

What freight or transportation companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

None.

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor:

Number.	Kind of Animals.	Amount paid.
5	Horses	\$75 00
57	Cattle	60 00
15	Sheep .....	.....
6	Hogs .....	.....
83	Totals	\$135 00

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year:

August 1, 1869. One employe injured (cause beyond his own control). Richard Conley, brakeman, one leg and one arm broken, at Newark Station, in making a running switch, by switchman failing to get switch thrown in time, whereby train was allowed to run into engine.

October 2, 1869. One employe killed (want of caution). Wm. F. Smith, freight brakeman, was struck by water station near Prouts, while getting down side of car; died Sunday, October 3.

November 7, 1869. One employe killed (cause beyond his own control). James E. Gibaut, freight conductor, was riding on engine, and when three miles north of Mt. Vernon, a cow was struck and engine and train thrown from the track; Gibaut fell under a car, and died in a few hours after being taken out.

November 7, 1869. One employe injured (cause beyond his own control.) Henry Green, freight fireman, one leg broken and one arm injured in same accident. Disabled for six months.

January 8, 1870. One person killed. Jacob Herring, a boy aged 14 years, climbed on local freight at Independence, between two cars, lost his hold, fell under cars, was run over and killed.

June 1, 1870. One employe injured (want of caution.) W. Soles, freight brakeman, had his right arm crushed at elbow, in coupling cars, at Mansfield. Arm amputated above elbow.

June 22, 1870. One person killed. Aaron Cropp, of Mansfield, laid down on track near that station, in a state of intoxication, was run over by a night freight train and killed.

Total killed—

Employes	2
Others	2
	<hr/>
	4

Total injured (employees) 3

NAMES AND RESIDENCE OF THE OFFICERS OF THE LESSEE.

NAMES OF OFFICERS.	POST-OFFICE ADDRESS.
W. C. Quincy.....	Superintendent, Columbus, Ohio.
R. H. Buell.....	Auditor, “
L. M. Cole.....	General Ticket Agent, Baltimore, Md.
G. R. Blanchard.....	General Freight Agent, “

Communications intended for this Company should be addressed as follows:

W. C. Quincy, A. M. T. & R., Columbus, Franklin county, Ohio.

State of Ohio, County of Franklin, ss.:

Walter C. Quincy, Assistant Master of Transportation and Road of the Baltimore and Ohio (Lake Erie Division) Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

W. C. QUINCY,
A. M. T. & R.

Subscribed and sworn to, before me, this fifteenth day of November, A. D. 1870.

L. G. BYRNE,
Notary Public, Franklin county, O.

[SEAL.]

[SEAL.]

ANNUAL REPORT

OF THE

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

For the year ending June 30, 1870.

(ROAD ALL IN OHIO.)

(This Company also operates under lease the Dayton and Michigan and Cincinnati,
Richmond and Chicago Railroads. Roads all in Ohio.)

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$3,500,000 00
Amount of stock per mile of road.....	58,333 33

DEBTS.

The amount of funded debt, (giving classes,) as follows:

First mortgage bonds.....	\$1,250,000 00
Second mortgage bonds.....	500,000 00
Third mortgage bonds.....	282,000 00
Total amount of funded debt.....	\$2,032,000 00
Decrease of floating debt since June 30, 1869.....	326,050 00
Amount of debt per mile of road.....	23,866 66
Total amount of stock and debt.....	5,532,000 00
Total amount of stock and debt per mile.....	92,200 00

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction.....	\$3,974,404 73
Cost of right of way and real estate.....	339,180 34
Cost of equipment.....	995,750 96
Total cost of entire road and equipment to this date, June 30, 1870..	\$5,309,336 03
Cost of road and equipment per mile.....	88,488 93

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of single main track laid with iron.....	60	miles.
Length of double main track.....	12.15	"
Aggregate length of sidings and other tracks not above enumerated.....	17	"
How much of the above, main line, branches, sidings, etc., is double gauge..	87	"

Total length of iron embraced in preceding heads.....176.15 miles.

[The road of this company, in addition to being used for its own cars proper, and those of its leased lines, is also used for the cars of other companies, as follows: from Dayton to Cincinnati, for those of the Atlantic and Great Western (*Erie*) Railway Company, (having a special six foot gauge) and the Cincinnati, Sandusky and Cleveland Railroad Company; and from Hamilton to Cincinnati, for those of the Junction (Cincinnati and Indianapolis) Railroad Company.]

How much of the road in Ohio is ballasted and with what material?

The track is all ballasted with good gravel, and is constructed with four rails to accommodate the 4 feet 10 inch and 6 feet gauges.

BRIDGES.

Number of wooden bridges, and aggregate length in feet:

Number.....	15
Aggregate length.....	3465 ft.
The greatest age of wooden bridges.....	15 yrs.
The average age of wooden bridges.....	6 yrs.

ROAD UNFENCED.

The length of road unfenced on either side and the reason therefor:

The road has once been fenced the whole distance, and is being renewed where worn out.

EQUIPMENT.

Number locomotives.....	33
Number of passenger cars.....	32
Number of express and baggage cars.....	13
Number of freight cars.....	426
Number of other cars.....	46
Total number of persons employed in operating the road in Ohio.....	728

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.....	Not limited.
Average rate of same, including stops.....	23
The highest rate of speed allowed by mail and accommodation trains when in motion.....	Not limited.
Average rate of same, including stops.....	23
The highest rate of speed allowed by freight trains when in motion.....	12
Average rate of same, including stops.....	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile:

Highest rate per mile for the shortest distance passengers are carried—first class	30 cents.
Highest rate per mile for distances more than 5 and less than 15 miles "....	5 "
Highest rate per mile for distances more than 15 and less than 30 miles "....	4 "
Highest rate per mile for distances more than 30 and less than 50 miles "....	3½ "
Highest rate per mile for distances more than 50 and less than 100 miles "....	3½ "
Highest rate per mile for the whole length of your main road "....	3½ "
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State	3½ "

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	20	16	12	10
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	20	16	12	10
Highest rate per ton per mile for distances of more than 15 and less than 30 miles	7	6 $\frac{3}{8}$	4 $\frac{3}{8}$	4
Highest rate per ton per mile for distances of more than 30 and less than 50 miles	5	5	4 $\frac{1}{2}$	4
Highest rate per ton per mile for distances of more than 50 and less than 100 miles	5	5	4 1-6	3 $\frac{1}{8}$
Highest rate per ton per mile for the whole length of your main road	5	5	4 1-6	3 $\frac{1}{8}$
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	4 $\frac{1}{2}$	3 7-10	3	1 8-10

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year..... 3 $\frac{1}{4}$ miles
 The length of rerolled iron rail laid during the year..... 6 $\frac{1}{2}$ "

How much steel rail have you, and how long laid 4 "

All but one mile laid Sept., 1869, one mile laid January, 1869.

What is the relative durability and value of steel rails compared with iron, as used on your road ?

Not long enough laid to give an opinion.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

Number of miles run by locomotives hauling passenger trains.....	291,511
Number of miles run by locomotives hauling freight trains.....	219,038
Number of miles run by locomotives hauling mixed trains	6,781
Total mileage of locomotives.....	517,330

CARS.

The number of miles run by passenger cars.....	877,044
The number of miles run by express and baggage cars.....	364,622
The number of miles run by freight cars }	4,505,553
The number of miles run by caboose cars }	
Total mileage of cars	5,747,219

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars	735,017
Total miles traveled by passengers, or number of passengers carried one mile	15,184,613
Average number of miles traveled by each passenger carried	20 $\frac{1}{2}$
Average amount received from each passenger carried	57 1-5 cents.
Average amount <i>per mile</i> received from each passenger carried	2 $\frac{1}{2}$ cents.

FREIGHT.

The number of tons of through freight carried	149,997
The number of tons of local freight carried	269,353
Total number of tons, through and local, carried	419,350
Total number of tons of freight carried one mile	18,833,076
Average amount received for each ton of freight carried	\$1 20 $\frac{1}{2}$
Average amount <i>per mile</i> received for each ton of freight carried	2 69-100 cts.

MISCELLANEOUS.

Total number of cords of wood consumed during the year	15,581
Total number of tons of coal consumed during the year	3,435

EARNINGS, RECEIPTS AND EXPENSES.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers	{ Through \$32,324 07		
	{ Local... 333,106 28	Total	\$420,430 35
Earnings from transportation of freight....	{ Through \$150,998 04		
	{ Local... 355,647 47	Total	\$506,645 51
Earnings from mail			8,750 00
Earnings from express			14,851 39
Earnings from other sources—rent of track, mileage, etc			244,397 71
Total earnings for the year			\$1,195,074 96
Receipts from sources other than earnings			33,582 68
Total receipts during the year			\$1,228,657 64

EXPENSES OF OPERATING THE ROAD.

TABLE A—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$20,184 50
Buildings—repairs of	10,093 19
Cars, road and hand—used in maintenance of way	1,166 79
Cattle guards, culverts and road crossings	10,522 34
Chairs, spikes, bolts and splices	6,289 72
Cross-ties and timbers	23,365 71
Fences and gates—repairs of	2,982 33
Frogs and switches	3,966 18
Incidentals	785 77
Iron rails—re-rolling, splicing, mending and repairing	52,625 61

Machinery and tools—repairs of	\$2,345 64
Road-bed and road-way—repairs of—included in "Repairs of track."	
Stationery and printing—included in "General expense."	
Superintendence and supervisors—included in "Repairs of track."	
Track—repairs of.....	48,148 33
Track scales.....	59 89
Watchmen—bridge	5,421 93
Total	<u>\$187,957 93</u>
Expense per mile of road for maintenance of way and structures during the year	3,132 63

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$12,921 61
Engineers and firemen.....	31,230 99
Freight car repairs	27,023 62
Incidentals.....	103 00
Locomotive repairs	37,107 05
Tallow, waste and packing.....	14,526 32
Passenger and baggage car repairs	27,611 31
Shop expense.....	2,704 02
Stationery and printing—included in "General expenses."	
Switchmen and flagmen.....	7,291 16
Tools and repairs of tools	2,314 80
Water, wood and coal stations—expenses of, rent, repairs and attendance.	2,608 13
Wipers—included in "Engineers and firemen."	
Wood.....	74,235 73
Total	<u>\$239,677 74</u>
Expense per mile of road for motive power and cars.....	3,994 62

TABLE C.—TRANSPORTATION EXPENSES.

Books, printing and stationery—included in "General expense."	
Car cleaning and inspecting—included in "Repairs."	
Car furniture and fixtures— " "	
Cattle killed.....	235 00
Foreign agents, rents, etc.....	3,557 08
Freight lost and damaged	4,562 77
Freight and passenger expense—included in "Train service."	
Fuel and lights for cars—included in wood and oil account.	
Fuel and lights for stations	1,152 00
Mail expense.....	1,030 25
Over-charges on freight—are deducted from freight earnings.	
Personal injuries	945 00
Printing and stationery—included in "General expenses."	
Station service.....	48,858 89
Station supplies.....	3,779 99
Telegraph expenses	8,366 47
Train service	36,731 74
Train supplies.....	284 07
Total.....	<u>\$109,503 26</u>

Amount per mile of road of transportation expenses	1,825 05
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TABLE D.—GENERAL EXPENSES.

Advertising—included in "Printing and stationery."	
General office expenses	4,183 72
Incidentals	150 91
Insurance	6,054 88
New York Transfer Agency	6,321 61
Printing, stationery and advertising	10,080 81
Real estate—rent of	4,063 08
Revenue and postage stamps	876 79
Salaries of general officers and clerks	22,010 50
Taxes—State and National:	
State taxes	{ \$44,236 70
National taxes	{ 13,185 74
	57,422 44
Total	\$111,134 74
Amount per mile of road of general expenses	1,852 24

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$1,195,074 96
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OPERATING EXPENSES.

(A) Maintenance of way and structures	\$187,957 93
(B) Motive power and cars	239,677 74
(C) Transportation expenses	109,503 26
(D) General expenses	111,134 74
Total operating expenses for the year	\$648,273 67
Net earnings	\$546,801 29

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds	\$145,080 00
Dividends on common stock, (rate per cent. 9.)—Amount	315,000 00
Tax on same	16,578 95
Total payments in addition to operating expenses	476,658 95
Total of operating expenses and other payments	\$1,124,932 62

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$1,228,657 64
Total of operating expenses and all other payments	1,124,932 62
Balance	\$103,725 02

AMOUNTS PER MILE OF ROAD—(60 MILES).

Amount of earnings per mile of road	\$19,917 92
Amount of operating expenses per mile of road	10,804 55
Amount of net earnings per mile of road	9,113 36

Amount of total receipts per mile of road.....	20,479 29
Amount of total payments per mile of road.....	18,748 88
Amount of balance per mile of road.....	1,728 75

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

American Express Company, \$7.50 for 4,000 pounds north and 2,000 south; 15 cents per 100 pounds for excess. 25 miles from Cincinnati to Hamilton.

United States Express Company, \$100 per day, between Cincinnati and Toledo, for 10,000 pounds of through freight, daily, and 90 cents for excess. Apportioned to each company (C. H. and D., and D. and M.) according to tonnage carried over each road.

No transportation companies.

ANIMALS KILLED.

Number and kind of farm animals killed and amount of damages paid therefor:

2 horses.....	\$50 00
7 cows.....	185 00
<u>9</u> Total.....	<u>\$235 00</u>

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof during the year:

July 3, 1869. One employe injured, (want of caution). J. W. Scott, collar bone broken, coupling in Cincinnati yard.

August 19, 1869. One employe injured, (want of caution). James Murphy, Middletown. Intoxicated, and endeavoring to jump on a passing freight train; severely injured; leg amputated.

August 26, 1869. One employe killed, (want of caution). Patrick Moran, Elliston, killed; was running ahead of engine to change switches, fell and was run over.

September 15, 1869. One person killed. Kierman or Kinman; found on track dead, $1\frac{1}{2}$ miles from Dayton; supposed to have been lying on track and run over.

September 22, 1869. One employe injured, (want of caution). Theo. Cross, engineer; while leaning over side of his engine, near Carthage, fell off and had his right ankle broken.

November 12, 1869. One boy injured. D. Skillman; tried to cross track ahead of engine, near Middletown; foot cut off.

December 14, 1869. One employe killed, (cause beyond his own control). Jas. Kennedy, brakeman; fell from train, near Mill Creek, and was killed immediately.

January 22, 1870. One person killed. John Stroll, (boy six years old). Engaged in pilfering coal at Hamilton; was on a coal car when train backed up to couple; was thrown off, run over and killed.

February 8, 1870. One employe killed, (want of caution). John McDonald, brakeman; fell from train, near Dayton, and was killed.

Total killed—Employees.....	3
Others	3
	— 6
Total injured—Employees.....	3

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	RESIDENCE.
Daniel McLaren.....	Cincinnati, Ohio.
John Young.....	Cincinnati, Ohio.
S. S. L'Hommiedieu.....	Cincinnati, Ohio.
Wm. Goodman.....	Cincinnati, Ohio.
Lowell Fletcher.....	Cincinnati, Ohio.
Geo. F. Stedman.....	Cincinnati, Ohio.
Saml. Fosdick.....	Glendale, Ohio.
H. D. Huntington.....	Cincinnati, Ohio.
Jno. W. Ellis.....	New York.
Daniel McLaren.....	President and General Sup't.
John Young.....	Vice President.
F. H. Short.....	Secretary and Treasurer.
Lewis Williams.....	Assistant Superintendent.
Samuel Stevenson.....	General Ticket Agent.
Lafayette Deveuny.....	General Freight Agent.

Communications intended for this company should be addressed as follows :
Cincinnati, Ohio.

State of Ohio, County of Hamilton, ss. :

Daniel McLaren, Prest. and General Supt. of the Cincinnati, Hamilton and Dayton Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed,)

D. McLAREN,

Prest. and General Supt.

Subscribed and sworn to, before me, this Twenty-ninth day of August, A. D. 1870.

[SEAL]

B. D. STEVENSON,

Notary Public.

ANNUAL REPORT

OF THE

DAYTON AND MICHIGAN RAILROAD COMPANY,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO—LEASED TO CINCINNATI, HAMILTON AND DAYTON R. R. CO.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in—common.....	\$2,392,139 62
Increase of stock since June 30, 1869	11,967 60
Amount of stock per mile of road.....	16,847 05

DEBTS.

The amount of funded debt (giving classes), as follows:

First mortgage bonds.....	\$2,766,000 00
Second mortgage bonds	642,000 00
Third mortgage bonds	700,000 00
Fourth mortgage bonds, Toledo Depot, first purchase.....	71,500 00
Fifth mortgage bonds, Toledo Depot, second purchase	98,000 00
Total amount of funded debt	\$4,277,500 00
Decrease of funded debt since June 30, 1869.....	38,000 00
The amount of floating debt	96,022 89
Decrease of floating debt since June 30, 1869.....	5,802 11

Total amount of funded and floating debts.....	\$4,373,522 89
Decrease of funded and floating debt since June 30, 1869.....	43,802 11
Amount of debt per mile of road	30,800 00

Total amount of stock and debt.....	\$6,765,662 51
Total amount of stock and debt per mile	47,645 50

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction	\$5,657,628 00
Cost of right of way and real estate.....	198,029 37
Cost of equipment.....	675,267 95

Total cost of entire road and equipment to this date, June 30, 1870.	\$6,530,925 32
Cost of road and equipment per mile	45,992 43

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

Length of single main track laid with iron	142 miles.
Aggregate length of sidings and other tracks not above enumerated.....	18 "
Total length of iron embraced in preceding heads.....	160 miles.

BRIDGES.

Number of wooden bridges, and aggregate length in feet :

Number	16
Aggregate length.....	2,263 feet.
The greatest age of wooden bridges.....	13 years.

EQUIPMENT.

Number of locomotives	21
Number of passenger and mail cars	16
Number of express and baggage cars	3
Number of freight cars	534
Number of other cars	45
Total number of persons employed in operating the road in Ohio	570

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion	Not limited.
Average rate of same, including stops.....	25
The highest rate of speed allowed by mail and accommodation trains when in motion	Not limited.
Average rate of same, including stops	23
The highest rate of speed allowed by freight trains when in motion	12
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Rate of fare for passengers, charged for the respective classes per mile :

	First class.
Highest rate per mile for the shortest distance passengers are carried (1 mile).....	20 cents.
Highest rate per mile for distances more than 5 and less than 15 miles....	5 "
Highest rate per mile for distances more than 15 and less than 30 miles...	4 "
Highest rate per mile for distances more than 30 and less than 50 miles...	3½ "
Highest rate per mile for distances more than 50 and less than 100 miles..	3½ "
Highest rate per mile for the whole of your main road	3½ "
Highest rate per mile for through passengers, that is, those passing from and over your line to points on the lines of other companies or points beyond the State	3½ "

FREIGHT.

The rate per ton per mile charged for the various classes of freight, through and local.

	First Class.	Second Class.	Third Class.	Fourth Class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	20	16	12	10
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	20	16	12	10
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	7	6 $\frac{2}{3}$	4 $\frac{2}{3}$	4
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	5	5	4 $\frac{1}{2}$	4
Highest rate per ton per mile for distances of more than 50 and less than 100 miles....	5	5	4 $\frac{1}{4}$	3 $\frac{3}{4}$
Highest rate per ton per mile for the whole length of your main road	5	5	4 1-6	3 $\frac{1}{8}$
Highest rate per ton per mile for through freight, that is, freight passing from and over your line to points on the lines of other companies or points beyond the State.....	4 $\frac{1}{2}$	3 7-10	3	1 8-10

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year..... 9 $\frac{1}{8}$ miles.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	259,273
The number of miles run by locomotives hauling freight trains.....	232,606
The number of miles run by locomotives hauling mixed trains.....	182,643
Total mileage of locomotives.....	674,522

CARS.

The number of miles run by passenger cars.....	613,511
The number of miles run by express and baggage cars.....	288,999
The number of miles run by freight and caboose cars.....	5,554,404
Total mileage of cars.....	6,446,994

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	297,869
Total miles traveled by passengers, or number of passengers carried one mile.	10,262,805

Average number of miles traveled by each passenger carried.....	34½
Average amount received from each passenger carried.....	\$1.16½
Average amount <i>per mile</i> received from each passenger carried.....	3½ cts.

FREIGHT.

The number of tons of through freight carried.....	90,541
The number of tons of local freight carried.....	247,298
Total number of tons, through and local, carried.....	337,839
Total number of tons of freight carried one mile.....	35,177,095
Average amount received for each ton of freight carried.....	\$2.06½
Average amount <i>per mile</i> received for each ton of freight carried.....	1.98-100 cts.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	33,218½
Total number of tons of coal consumed during the year in machine shop....	115

EARNINGS AND EXPENSES.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers..	{ Through \$92,646 75		
	{ Local... 253,418 09	Total	\$346,064 84
Earnings from transportation of freight.....	{ Through \$163,397 61		
	{ Local... 533,463 83	Total	\$696,861 44
Earnings from mail.....			14,900 00
Earnings from express.....			25,519 43
Earnings from other sources.....			1,442 32
Total earnings for the year.....			\$1,084,788 03

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of.....	\$17,636 94
Buildings—repairs of.....	3,860 74
Cars, road and hand—used in maintenance of way.....	1,871 00
Cattle guards.....	3,306 17
Chairs, spikes, bolts and splices.....	6,998 85
Cross-ties.....	19,830 73
Frogs and switches.....	4,890 66
Incidentals.....	670 48
Iron rails—new.....	62,150 47
Iron rails—re-rolling, splicing, mending and repairing.....	3,654 34
Machinery and tools—repairs of.....	2,286 29

Track—repairs of.....	67,785 55
Watchmen—bridge.....	2,912 50
Total	<u>\$197,854 72</u>
Expenses per mile of road for maintenance of way and structures during the year.....	1,393 35

TABLE B.—MOTIVE POWER AND CARS.

Engineers and firemen.....	\$41,225 17
Freight car repairs.....	40,876 94
Fuel for engine houses and shops.....	731 90
Incidentals.....	1,375 59
Locomotive repairs.....	34,626 90
Oil, tallow and waste.....	12,792 97
Passenger and baggage car repairs.....	13,531 32
Rents of locomotives.....	6,123 00
Shop expense.....	2,899 27
Water, wood and coal stations—expenses of.....	7,168 41
Wipers	5,882 73
Wood.....	79,330 15
Total	<u>\$246,564 35</u>
Expense per mile of road for motive power and cars.....	1,736 37

TABLE C.—TRANSPORTATION EXPENSES.

Car service (mileage).....	\$21,263 50
Cattle killed.....	2,793 30
Freight lost and damaged	6,232 70
Incidentals	1,651 05
Mail expense	682 51
Personal injuries.....	10,275 08
Station service.....	59,888 41
Station supplies.....	1,925 39
Telegraph expenses	8,237 81
Train service.....	43,518 90
Total.....	<u>\$156,473 65</u>
Amount per mile of road of transportation expenses.....	1,101 92

TABLE D.—GENERAL EXPENSES.

Foreign agencies.....	\$3,892 68
General office expenses.....	2,170 71
Incidentals	104 02
Insurance	4,486 07
Legal department, attorneys' fees, etc.....	5,639 54
Printing, stationery and advertising	5,689 92
Real estate—rent of.....	2,466 93
Rent of tracks and depots.....	12,982 61
Revenue and postage stamps.....	148 12

Salaries of general officers and clerk hire		\$22,404 45
Taxes—State and National:		
State taxes	{ \$12,196 79 15,168 91	\$27,365 70
National taxes	{ \$2,040 94 4,242 69	\$6,283 63
		33,649 33
Total		\$3,634 38
Amount per mile of road of general expenses		659 40

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$1,084,788 03
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OPERATING EXPENSES.

(A) Maintenance of way and structures	\$197,854 72
(B) Motive power and cars	246,564 35
(C) Transportation expenses	156,473 65
(D) General expenses	93,634 38
Total operating expenses for the year	\$694,527 10
Net earnings	390,260 93

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds	\$299,425 00
New equipment	8,782 43
General construction	10,243 91
Fencing	7,278 54

Total payments in addition to operating expenses	\$325,729 88
Total of operating expenses and other payments	1,020,256 98

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$1,084,788 03
Total of operating expenses and all other payments	\$1,020,256 98
Balance	\$64,531 05

AMOUNTS PER MILE OF ROAD—(142 MILES.)

Amount of earnings per mile of road	\$7,639 35
Amount of operating expenses per mile of road	4,891 03
Amount of net earnings per mile of road	2,748 32
Amount of total payments per mile of road	7,184 91
Amount of balance per mile of road	454 44

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.?

United States Express Co.—\$100 per day, between Cincinnati and Toledo, for 10,000

pounds of through freight daily; and 90 cents for excess, apportioned to each company (C. H. & D. and D. & M.), according to tonnage carried over each road.

What freight or transportation companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.?

No transportation companies over this road.

ANIMALS KILLED.

The number and kind of farm animals killed and amount of damages paid.

49 Cows	\$1,431 50
6 Horses	510 00
5 Steers	57 00
5 Heifers	68 00
3 Colts	122 00
3 Sheep	14 00
2 Calves	25 00
4 Oxen	65 00
Costs	500 80
77 Total	\$2,793 30

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year.

July 5, 1869. One employe injured (want of caution). James Silliman, baggage master, coupling at Weston Station, arm broken.

July 24, 1869. One person injured. — Myre, intoxicated, foot run over while getting on and off freight train; at Cairo.

August 12, 1869. One person killed. John Waters, (boy) riding on forward platform of baggage car at Leipsic; fell or jumped off, and was killed.

September 2, 1869. One employe injured (cause beyond his own control.) Everett Plinney, leg amputation in Lima yard; fireman on switch engine which backed into car on side track, and footboard between engine and tender caught Plinney's ankle and crushed it, causing amputation.

October 15, 1869. One person killed. Mrs. Kepler, was deaf, and walking on track near Tippecanoe.

October 26, 1869. One person killed. John Waltz, (boy), was riding with man named Otto Bellert in two-horse wagon near Botkin's; man was trying to drive across track ahead of train, horses became unmanageable, boy was thrown out of wagon and killed; the horses were also killed; Bellert slightly injured.

October 26, 1869. One person killed. John Cooper, quite deaf and 80 years old; killed while walking on track near Troy.

November 2, 1869. One passenger injured (want of caution). J. Bane, left foot crushed at Troy by excursion train; Bane tried to jump on train before it stopped, but made a mis-step and got his foot on rail just ahead of wheels.

November 8, 1869. One employe injured (want of caution). Lewis Basel, arm broken at Piqua while trying to couple engine to train.

November 24, 1869. One employe injured (want of caution). Barney Given, brakeman, fell from train in going from a box car to a flat car, near Troy, lost one leg.

February 12, 1870. One employe killed (cause beyond his own control). Maurice Moriarty, fireman, mortally injured, died on February 21; engine of passenger train jumped a frog at Troy near bridge, and went off track into river.

February 14, 1870. One person killed. Hy Curtis, walking on track near Wapakoneta.

February 25, 1870. One employe killed (want of caution). Cornelius Calahann, brakeman, fell from train near Ottawa.

June 1, 1870. One employe killed (want of caution.) Paul Busby, switchman at Lima yard, caught between bumpers while attempting to couple cars.

Total killed—Employees	3	
Others	5	
	—	8
Total injured—Passengers	1	
Employees	4	
Others	2	
	—	7

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
S. S. L'Hoummedien	Cincinnati, Ohio.
Daniel McLaren	" "
H. D. Huntington	" "
John Young	" "
William Goodman	" "
M. R. Waite	Toledo, "
P. Smith	Dayton, "
S. R. Drury	Troy, "
W. McHenry	Lima, "
Daniel McLaren	President and Gen'l Supt., Cincinnati.
F. H. Short	Secretary and Treasurer, "
J. H. Weller	Ass't Supt., Dayton.
Sam'l Stevenson	General Ticket Agent, Cincinnati. .
Lafayette Devenny	General Freight Agent, "

Communications intended for this Company should be addressed as follows: 'Cincinnati, Ohio.

State of Ohio, County of Hamilton, ss.:

Daniel McLaren, President and General Superintendent of the Dayton and Michigan Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

Signed,

D. McLAREN

Pres. and Gen'l Supt.

Subscribed and sworn to before me, this twenty-ninth day of August, A. D. 1870.

[SEAL.]

B. D. STEVENSON,

Notary Public

ANNUAL REPORT

OF THE

CINCINNATI, RICHMOND AND CHICAGO RAILROAD CO.,

For the year ending June 30, 1870.

[Road leased to Cincinnati, Hamilton and Dayton Railroad Company.]

AS TO STOCK AND DEBT.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$382,600 00
Amount of stock per mile of road (36 miles).....	10,627 75.

DEBTS.

The amount of funded debt, (giving classes,) as follows:

First mortgage bonds.....	\$560,000 00
Second mortgage bonds.....	65,900 00
Total amount of funded debt.....	<u>\$625,000 00</u>

The amount of floating debt.....	\$22,394 89
Increase of floating debt since June 30, 1869.....	20,305 39
Total amount of funded and floating debts.....	647,394 89
Amount of debt per mile of road (36 miles).....	17,983 18
Total amount of stock and debt.....	1,029,994 89
Total amount of stock and debt per mile (36 miles).....	28,610 93

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction and right of way.....	\$326,733 29
Cost of equipment.....	120,451 98
All other items embraced in cost of road and equipment not embraced in three preceding questions.....	700 00
Total cost of entire road and equipment to this date, June 30, 1870..	<u>\$947,885 27</u>
Cost of road and equipment per mile (36 miles).....	26,330 15

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF ENTIRE LINE.

Total length of *entire* line and branches:

Main line.....	36 miles.
Branches (leased from Rich'd & Miami R. R. Co. in Indiana).....	6 "
	<hr/> 42 miles.

LENGTH OF LINE IN OHIO.

Length of single main track laid with iron.....	36 miles.
Aggregate length of sidings and other tracks not above enumerated.....	2.55 "

Total length of iron embraced in preceding heads..... 38.55 miles.

How much of the road in Ohio is ballasted, and with what material:

All ballasted with gravel.

BRIDGES—(IN OHIO).

Number of wooden bridges, and aggregate length in feet:

Number.....	22
Aggregate length.....	2,476 feet.
The greatest age of wooden bridges.....	15 yrs.
The average age of wooden bridges.....	11 yrs.

EQUIPMENT.

Number of locomotives.....	6
Number of passenger cars.....	3
Number of express and baggage cars.....	3
Number of freight cars.....	61
Number of other cars.....	6
Total number of persons employed in operating the road in Ohio.....	63

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by mail and accommodation trains when in motion.....	25
Average rate of same, including stops.....	20
The highest rate of speed allowed by freight trains when in motion.....	12
Average rate of same, including stops.....	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile:

Highest rate per mile for the shortest distance passengers are carried—1st class..	10	cts.
" " distances more than 5 and less than 15 miles	" ..	5 cts.
" " " " 15 " 30 "	" ..	4 cts.
" " " " 30 " 50 "	" ..	3½ cts.
" " " " 50 " 100 "	" ..	3½ cts.
" " the whole length of your main road in Ohio	" ..	3½ cts.
" " through passengers—that is those passing from and over your line to points on the lines of other companies to points beyond the State—1st class.....		3½ cts.

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First Class.	Sec'nd Class.	Third Class.	Fourth Class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.....	20	16	12	10
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	20	16	12	10
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	7	6 $\frac{3}{4}$	4 $\frac{3}{4}$	4
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	5	5	4 $\frac{1}{2}$	4
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	5	5	4 $\frac{1}{2}$	3 $\frac{1}{2}$
Highest rate per ton per mile for the whole length of your main road in Ohio.....	5	5	4 1-6	3 $\frac{1}{2}$
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State.....	4 $\frac{1}{2}$	3 7-10	3	1 8-10

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	44,268
The number of miles run by locomotives hauling freight trains.....	16,587
The number of miles run by locomotives hauling mixed trains.....	4,915
Total mileage of locomotives.....	65,770

CARS.

The number of miles run by passenger cars.....	112,786
The number of miles run by express and baggage cars.....	56,596
The number of miles run by freight and caboose cars.....	255,679
Total mileage of cars.....	425,061

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	69,472
Total miles traveled by passengers, or number of passengers carried one mile.....	1,544,419
Average number of miles traveled by each passenger carried.....	22 $\frac{1}{2}$
Average amount received from each passenger carried.....	75 7-8 cents.
Average amount <i>per mile</i> received from each passenger carried.....	3 4-10 cents.

FREIGHT.

The number of tons of through freight carried.....	2,115
The number of tons of local freight carried.....	33,555
Total number of tons, through and local, carried.....	35,670
Total number of tons of freight carried one mile.....	1,177,089
Average amount received for each ton of freight carried.....	\$1 35
Average amount <i>per mile</i> received for each ton of freight carried.....	4 9-100 cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	3,311
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EARNINGS AND EXPENSES.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.	{ Through. \$2,534 93		
	{ Local.... 50,168 82	Total,	\$52,703 75
Earnings from transportation of freight	{ Through. 1,588 81		
	{ Local.... 46,655 46	Total,	48,244 27
Earnings from mail.....			3,600 00
Earnings from express.....			3,186 99
Earnings from other sources.....			225 36
Total earnings for the year.....			<u>\$107,960 37</u>

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$796 28
Buildings—repairs of	1,380 99
Cars, road and hand—used in maintenance of way.....	21 53
Cattle-guards and culverts.....	522 65
Chairs, spikes, bolts and splices	1,497 22
Cross-ties	4,690 16
Frogs and switches.....	111 61
Road-bed and road-way—repairs of.....	10,774 00
Watchmen—track and bridge	1,936 67
Total	<u>\$21,731 11</u>
Expenses per mile of road for maintenance of way and structures during the year.....	517 40
Proportion of expenses for Ohio, according to miles of road in the State..	18,626 67

TABLE B.—MOTIVE POWER AND CARS.

Engineers, firemen and wipers.....	4,753 12
Freight car repairs.....	1,594 86
Locomotive repairs	7,221 28
Oil, tallow and waste.....	1,620 17
Passenger and baggage car repairs.....	944 98
Water, wood and coal stations—expenses of.....	822 46
Wood	6,983 54
Total	<u>\$23,940 41</u>
Expenses per mile of road for motive power and cars.....	570 00
Proportion of expense for Ohio according to miles of road in the State...	\$20,520 35

TABLE C.—TRANSPORTATION EXPENSES.

Car service (mileage).....	\$661 54
Cattle killed.....	172 02
Freight lost and damaged.....	238 22
Mail expense.....	255 00
Personal injury.....	150 00
Station service.....	7,917 29
Telegraph expenses.....	1,147 21
Train service.....	4,709 56
Total	<u>\$15,250 84</u>
Amount per mile of road of transportation expenses.....	363 11
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	13,072 15

TABLE D.—GENERAL EXPENSES.

Fuel and lights.....	\$303 14
General office expenses.....	245 20
Incidentals.....	252 69
Insurance.....	319 63
Lease of other roads (Richmond and Miami).....	8,000 00
Printing, stationery and advertising.....	665 33
Real estate—rent of.....	10 50
Rent of tracks.....	5,000 00
Revenue and postage stamps.....	6 00
Salaries of general officers and clerks.....	2,057 75
Taxes, State and National:	
State taxes—Ohio.....	\$3,656 88
Indiana	182 00
	<u>\$3,838 88</u>
National taxes.....	1,393 42
Total	<u>\$22,092 54</u>
Amount per mile of road of general expenses.....	526 01
Proportion of general expenses for Ohio, according to miles of road in the State	18,936 46

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$107,960 37
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	21,731 11
(B) Motive power and cars.....	23,940 41
(C) Transportation expenses.....	15,250 84
(D) General expenses.....	22,092 54
Total operating expenses for the year.....	<u>\$83,014 90</u>
Net earnings.....	24,945 47

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$43,750 00
Other items of interest.....	153 95
Total payments in addition to operating expenses.....	\$43,903 95
Total of operating expenses and other payments.....	\$126,918 85

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$107,960 37
Total of operating expenses and all other payments.....	126,918 85
Deficit or excess of payments over receipts.....	\$18,958 48

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 42 miles for entire line, and 36 miles for Ohio.]

Proportion of earnings.....(Amount per mile of road, \$2,570 48) ..	\$92,537 28
Proportion of operating expenses..(" " " 1,976 54) ..	71,155 44
Proportion of net earnings.....(" " " 593 94) ..	21,381 84
Proportion of total payments.....(" " " 3,021 87) ..	108,787 32
Proportion of deficit.....(" " " 451 39) ..	16,250 04

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.

American Express Co.—\$60 per week for 24,000 pounds; excess 16 cents per hundred pounds.

ANIMALS KILLED IN OHIO.

The number and kind of farm animals killed and amount of damages paid therefor.

2 Cows	\$47 50
1 Horse—and costs of court.....	124 52
3 Totals	\$172 02

ACCIDENTS IN OHIO.

July 6, 1869. One person killed. Nancy Linkmeyer; killed at Seven Mile, while walking on track.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
S. S. L'Hommedieu.....	Cincinnati, Ohio
Daniel McLaren.....	"
John Young.....	"
F. H. Short	"
Wm. Goodman	"
Lowell Fletcher	"
H. D. Huntington	"
Lurton Dunham.....	Camden, Ohio.
E. W. McGuire	Eaton, Ohio.

Daniel McLaren	President and Gen'l Sup't.
F. H. Short	Secretary and Treasurer.
Samuel Stevenson	General Ticket Agent.
Lafayette Devenny	General Freight Agent.

Communications intended for this company should be addressed as follows :
Cincinnati, Ohio.

State of Ohio, County of Hamilton, ss. :

Daniel McLaren, President and General Superintendent of the Cincinnati, Richmond and Chicago Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition of affairs of said company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

D. McLAREN,

President and General Superintendent.

Subscribed and sworn to before me, this twenty-ninth day of August, A. D. 1870.

[SEAL.]

B. D. STEVENSON.

Notary Public

ANNUAL REPORT

OF THE

CINCINNATI AND INDIANA RAILROAD COMPANY,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (Common)	\$500,000 00
The amount of capital stock unpaid	1,500,000
Total amount of stock	\$2,000,000 00
Amount of stock per mile of road (20½ miles main line)	97,560 98

DEBTS.

The amount of funded debt, giving classes as follows:	
1st mortgage bonds	\$500,000 00
2d mortgage bonds	1,500,000 00
Total amount of funded debt	\$2,000,000 00
Amount of debt per mile of road—20½ miles main line	97,560 98
Total amount of stock and debt	4,000,000 00
Total amount of stock and debt per mile—20½ miles main line	195,121 96

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of entire road and equipment to this date, June 30, 1870	\$1,894,477 60
Cost of road and equipment per mile (20½ miles, main line)	92,413 54

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of single main track laid with iron	20½ miles.
Length of branches—naming each branch—stating whether they have single or double track, as follows:	
Harrison branch (single track)	6 7-10 miles
Aggregate length of sidings and other tracks not above enumerated	8 “
Total length of iron embraced in preceding heads	35 2-10 miles.

How much of the road in Ohio is ballasted and with what material:

All ballasted with gravel.

BRIDGES.

Number of wooden bridges, and aggregate length in feet:

Number	3
Aggregate length	1047 feet.
The greatest age of wooden bridges.....	7 years.
The average age of wooden bridges.....	7 years.

ROAD UNFENCED.

The length of road unfenced on either side, and the reason therefor:
But little fencing in Ohio.

EQUIPMENT.

All the equipment is owned by the Indianapolis, Cincinnati and Lafayette R. R. Co.

Total number of persons employed in operating the road in Ohio (estimated) 200

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion...	35
Average rate of same, including stops	30
The highest rate of speed allowed by mail and accommodation trains when in motion	25
Average rate of same, including stops.....	20
The highest rate of speed allowed by freight trains when in motion.....	14
Average rate of same, including stops.....	12

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers charged for the respective classes per mile	First Class.	Second Class.
	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried..	4½	-----
Highest rate per mile for distances more than 5 and less than 15 miles..	4	3.13
Highest rate per mile for distances more than 15 and less than 30 miles..	4	3.13

FREIGHT.

The rate per ton per mile charged for the various classes of freight, through and local.	First Class.	Sec'nd Class.	Third Class.	Fourth Class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.....	32	30	28	20
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	32	30	28	20
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	20	15.8	14.1	10

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year.....	450 tons.
How much steel rail have you, and how long laid ?	
Length	1½ miles.
How long laid.....	4½ years.

What is the relative durability and value of steel rails compared with iron, as used on your road ?

About three times the duration, on an average.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	112,491
The number of miles run by locomotives hauling freight trains.....	50,356
The number of miles run by locomotives hauling construction and other trains not named above.....	2,600
Total mileage of locomotives.....	165,447

CARS.

The number of miles run by passenger cars.....	337,473
The number of miles run by express and baggage cars.....	163,737
The number of miles run by freight cars.....	1,007,120
The number of miles run by caboose cars.....	50,356
The number of miles run by cars in construction and other trains not named above.....	1,040
Total mileage of cars	1,564,726

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	205,766
Total miles traveled by passengers, or number of passengers carried one mile.....	3,630,651
Average number of miles traveled by each passenger carried.....	17 64-100

FREIGHT.

The number of tons of through freight carried.....	350,000
The number of tons of local freight carried	15,000
Total number of tons, through and local, carried.....	365,000

MISCELLANEOUS.

Total number of cords of wood consumed during the year—estimated....	3,600
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EARNINGS, RECEIPTS, EXPENSES, Etc.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$146,024 68
Earnings from transportation of freight.....	180,104 09
Earnings from mail.....	3,222 84
Earnings from express.....	3,123 41
Total earnings for the year.....	\$332,475 02
Receipts from sources other than earnings—rents estimated.....	15,000 00
Total receipts during the year.....	\$347,475 02

EXPENSES OF OPERATING THE ROAD.

Bridges—repairs of.....	\$872 23
Buildings—repairs of.....	1,205 00
Fences and gates—repairs of.....	199 94
Incidentals.....	3,675 60
Machinery and tools—repairs of.....	715 10
Oil, tallow and waste.....	2,111 00
Road-bed and road-way—repairs of.....	35,968 77
Stations—repairs of.....	330 38
Stationery and printing.....	253 25
Telegraph—repairs of.....	2,350 30
Passenger car repairs.....	5,182 77
Freight car repairs.....	6,247 86
Fuel for engine houses and shops (fuel consumed).....	18,054 85
Locomotive repairs.....	8,904 65
Repairs of gravel and hand cars.....	22 56
Wood and water expenses.....	4,953 20
Officers salaries.....	3,742 80
Union depot expenses.....	1,333 60
Government tax.....	3,336 40
General tax.....	6,120 53
Baggage and goods lost and damaged.....	1,462 30
Cattle killed.....	1,120 90
Freight expense.....	31,270 47
Passenger expense.....	23,228 35
Insurance.....	581 30
Mail expense.....	269 18
Personal injuries.....	877 40
General office expenses.....	249 51
Total.....	\$164,640 25

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

Total earnings for the year.....	\$332,475 02
Total operating expenses for the year.....	164,640 25
Net earnings.....	\$167,834 77

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$137,620 00	
Dividends on preferred stock, (rate per cent. 10) Amount..	5,875 00	
Total payments in addition to operating expenses.....		\$143,495 00
Total of operating expenses and other payments.....		308,135 25

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$347,475 02	
Total of operating expenses and all other payments.....	308,135 25	
Balance		\$39,339 77

AMOUNTS PER MILE OF ROAD—(27 2-10 MILES).

Amount of earnings	\$12,223 35
Amount of operating expenses	6,052 95
Amount of net earnings	6,170 40

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track machinery, repair of cars, etc.?

The American Merchants' Union Express Company, under contract with Indianapolis, Cincinnati and Lafayette Railroad Company.

What freight or transportation companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.?

None.

ANIMALS KILLED.

No record kept.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year:

July 26, 1869. One person injured; Sumner Smith slightly injured while stepping onto platform of car, at car-house in Cincinnati, by striking the door of the house.

August 21, 1869. One person killed; John Lyman, crushed between freight cars while playing on the track at Cincinnati.

September 1, 1869. One person killed; Wm. Doegan, playing on track at Cincinnati; killed by an engine.

September 1, 1869. One person injured; Jos. Skidmire, slightly injured by his horse being frightened, at road crossing, near Valley Junction, by passenger train.

October 14, 1869. One person injured; N. B. Shepherd, injured at North Bend by jumping off freight car.

October 22, 1869. One employe injured, (want of caution); Charles Pennock, injured while coupling cars in Cincinnati.

June 13, 1870. One employe killed, (cause beyond his own control); James Skarden, killed by collision near Harrison.

Total killed—		
Employes	1	
Others	2	
	—	3
Total injured—		
Employes	1	
Others	3	
	—	4

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
D. T. Wright.....	Cincinnati, Ohio.
H. C. Lord.....	Cincinnati, Ohio.
J. C. Butler.....	Cincinnati, Ohio.
W. W. Smith.....	Cincinnati, Ohio.
T. A. Morris.....	Indianapolis, Ind.
A. R. Forsyth.....	Greensburgh, Ind.
Lewis Worthington.....	Cincinnati, Ohio.
H. C. Lord.....	President.
W. W. Smith.....	Vice-President.
A. Worth.....	Secretary.

State of Ohio, County of Hamilton, ss.:

W. W. Smith, Vice-President of the Cincinnati and Indiana Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed,)

W. W. SMITH,
Vice-President.

Subscribed and sworn to before me, this twenty-seventh day of October, A. D. 1870.

[SEAL.]

DAVID E. ADAMS,
Notary Public, Hamilton county, Ohio.

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

OFFICE OF THE CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY,
ZANESVILLE, OHIO, January 11, 1870.

HON. GEO. B. WRIGHT, *Commissioner of Railroads*:

DEAR SIR:—This Company became the purchaser of the Cincinnati and Zanesville Railroad at a judicial sale, and entered into the possession thereof on the first day of September last. It is not, therefore, in condition to make such report as is required by law of companies having been organized and operated for one year or more; indeed, no statistics could now be furnished upon which a report could be based.

The length, and other characteristics of the road, remain as when owned and operated by the C. & Z. Company.

Very respectfully,

H. J. JEWETT, *President*.

[The characteristics of the road, as reported by the Cincinnati and Zanesville Railroad Company, for 1869, will be found in the tabulated statements following reports of companies—COMMISSIONER.]

ANNUAL REPORT

OF THE

CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD COMPANY.

For the year ending June 30, 1870.

(This Company also operates the Columbus, Springfield and Cincinnati Railroad, under lease.)

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

Total amount of stock.....	\$2,967,800 00
Increase of stock since June 30, 1869.....	210,050 00
Amount of stock per mile of road (171 miles main line and Findlay Branch)	17,355 56

DEBTS.

The amount of funded debt, giving classes, as follows :

1st mortgage bonds on part of road and 2d mortgage on balance.....	\$997,000 00
2d mortgage bonds “ “ 1st “ part.....	1,051,851 20
1st mortgage bonds Sandusky City and Indiana bond.....	350,000 00
Mortgage bonds Cincinnati, Dayton and Eastern.....	19,000 00
Preferred stock secured by mortgage.....	428,646 44

Total amount of funded debt.....	\$2,846,497 64
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Increase of funded debt since June 30, 1869.....	\$16,795 20
The amount of floating debt.....	49,092 11
Increase of floating debt since June 30, 1869.....	11,471 04
Total amount of funded and floating debts.....	2,895,589 75
Increase of funded and floating debt since June 30, 1869.....	28,266 24
Amount of debt per mile of road (171 miles).....	16,933 27
Total amount of stock and debt.....	5,863,389 75
Total amount of stock and debt per mile (171 miles).....	34,288 83

COST OF ROAD AND EQUIPMENT.

Cost of construction.....	\$4,790,000 00
Cost of right of way.....	170,000 00

Cost of equipment.....	\$500,000 00
All other items embraced in cost of road and equipment not embraced in three preceding questions.....	380,623 30

Total cost of entire road and equipment to this date, June 30, 1870.	\$5,840,623 30
Cost of road and equipment per mile (171 miles, main line and Findlay Branch)	34,155 69

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of single main track laid with iron.....	155 miles.
Length of branches, (naming each branch) stating whether they have single or double track, as follows:	
Findlay Branch (single track).....	16 "
Aggregate length of sidings and other tracks not above enumerated.....	22 "
Total length of iron embraced in preceding heads.....	193 miles.
How much of the road is ballasted and with what material?	
Entire road ballasted with gravel.	

BRIDGES.

Number of wooden bridges, and aggregate length in feet:	
Number.....	11
Aggregate length.....	1,190 feet
Number of wooden trestles, and aggregate length in feet:	
Number.....	155
Aggregate length.....	2,200 feet.
The greatest age of wooden bridges.....	18 y'rs.
The average age of wooden bridges.....	8 y'rs.
The greatest age of wooden trestles.....	18 y'rs.

The number and kind of new bridges built during the year, (ending June 30, 1870,) and length in feet, (by following table:)

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built: date.
Buck Creek	Howe Truss	Wood.....	128	June, 1870.
Patterson	Truss.....	"	30	September, 1869.
Dayton	Draw bridge.....	"	45	April, 1870.

ROAD UNFENCED.

The length of road unfenced on either side and the reason therefor.
About 32 miles unfenced. The work of fencing is being constantly and vigorously pushed forward.

Length of road fenced during the past year (ending June 30,) and cost per rod.
19 miles and 109 rods, at a cost of \$1.40 per rod.

EQUIPMENT.

Number of locomotives	26
Number of passenger cars.....	24
Number of express and baggage cars.....	7
Number of freight cars	566
Total number of persons employed in operating the road in Ohio.....	686

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.	21
Average rate of same, including stops.....	19
The highest rate of speed allowed by mail and accommodation trains when in motion.....	24
Average rate of same, including stops	20
The highest rate of speed allowed by freight trains when in motion.....	12
Average rate of same, including stops	9

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile.

Highest rate per mile for the shortest distance passengers are carried—first class 5 cents.	
Highest rate per mile for distances more than 5 and less than 15 miles—first class 4 “	
Highest rate per mile for distances more than 15 and less than 30 miles—first class 4 “	
Highest rate per mile for distances more than 30 and less than 50 miles—first class 4 “	
Highest rate per mile for distances more than 50 and less than 100 miles—first class 4 “	
Highest rate per mile for the whole length of your main road—first class	3½ “
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State 3 “	

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	43	33	30	20	.....
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	31	24	20	12½	.....
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	16	12½	10	7½	.....
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	11	10	7½	5	.....
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	8	7	5	4	.....
Highest rate per ton per mile for the whole length of your main road.....	6	5	3½	2½	1½
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	3½	2½	1½	1½	.....

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year.....	7½ miles.
The length of spliced and mended iron laid during the year.....	9 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	276,199
“ “ “ “ freight “	291,137
The number of miles run by locomotives hauling construction and other trains not named above.....	39,715
Total mileage of locomotives.....	607,051

CARS.

The number of miles run by passenger cars.....	552,398
“ “ express and baggage cars.....	276,199
“ “ freight cars.....	2,722,403
“ “ caboose cars.....	330,852
Total mileage of cars	3,881,852

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	241,500
Total miles traveled by passengers, or number of passengers carried one mile.....	9,660,000
Average number of miles traveled by each passenger carried.....	40
Average amount received from each passenger carried.....	\$1 00
Average amount <i>per mile</i> received from each passenger carried	2½ cents.

FREIGHT.

The number of tons of through freight carried.....	73,179
The number of tons of local freight carried	162,758
Total number of tons, through and local, carried.....	235,937
Average amount received for each ton of freight carried.....	\$2 32
Average amount <i>per mile</i> received for each ton of freight carried	1½ cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	22,195
Total number of tons of coal consumed during the year.....	761

EARNINGS, RECEIPTS, EXPENSES, ETC.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

(Including Col., Springfield and Cin. R. R.)

Earnings from transportation of passengers.....	\$241,508 69
Earnings from transportation of freight— { Through. \$120,596 93	
Local.... 377,589 84 Total...	\$498,186 77
Earnings from mail.....	17,600 00

Earnings from express	\$28,696 64
Earnings from other sources	24,484 44
Total earnings for the year	<u>\$810,476 54</u>
Receipts from sources other than earnings	4,889 60
Total receipts during the year	<u>\$815,366 14</u>

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY STRUCTURES.

Ballast	\$6,500 00
Bridges—repairs of	15,714 67
Buildings—repairs of	15,469 51
Cars, road and hand—used in maintenance of way	349 46
Cattle guards	500 00
Chairs, spikes, bolts and splices	3,145 85
Crossings (public road) and signs	300 00
Cross-ties	30,364 08
Fences and gates—repairs of	8,494 46
Frogs	4,440 74
Iron rails—re-rolling, splicing, mending and repairing	3,696 47
Machinery and tools—repairs of	3,749 97
Oil, tallow and waste	567 53
Road-bed and road-way—repairs of	20,500 00
Superintendence and supervisors	2,300 00
Track—repairs of	33,349 26
Watchmen—track and bridge	1,051 92
Total	<u>\$150,493 92</u>

Expenses per mile of road for maintenance of way and structures during the year (171 miles main line and Findlay Branch)	880 08
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TABLE B.—MOTIVE POWER AND CARS.

Engineers and fireman	\$35,214 30
Freight car repairs	24,359 09
Fuel for engine houses and shops	3,117 60
Locomotive repairs	40,412 50
Oil, tallow and waste	4,923 64
Passenger and baggage car repairs	19,436 40
Shop expense	1,582 91
Superintendence	1,800 00
Switchmen	2,100 00
Tools and repairs of tools	2,500 00
Wipers	4,001 04
Wood	63,635 36
Total	<u>\$203,082 84</u>

Expense per mile of road for motive power and cars (171 miles)	1,187 62
--	----------

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies	\$1,000 00
Books, printing and stationery	3,326 43
Car cleaning and inspecting	4,005 40
Cattle killed	2,161 99
Commissions	62 15
Repair of wharves at Sandusky	1,869 39
Freight lost and damaged (deducted from earnings.)	
Fuel and lights for cars	725 90
Fuel and lights for stations	9,322 15
Insurance	5,427 22
Oil, tallow and waste	2,666 81
Personal injuries	925 75
Station service	53,895 73
Station supplies	4,842 73
Train service	28,963 42
Train supplies	2,583 62
Total	<hr/> \$121,778 69
Amount per mile of road of transportation expenses (171 miles)	712 15

TABLE D.—GENERAL EXPENSES.

Advertising and printing	\$3,960 00
Clerks	5,600 00
Fuel and lights	376 08
General office expenses	2,295 20
Incidentals	1,301 04
Legal department, attorneys' fees, etc.	936 07
Boston Transfer Agency	1,025 01
Revenue and postage stamps	95 75
Salaries of general officers	15,100 00
Taxes, State and National:	
State taxes	16,724 99
National taxes	5,995 76
Renewals	32,000 00
Total	<hr/> \$85,409 90
Amount per mile of road of general expenses (171 miles)	499 47

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.*

Total earnings for the year	\$810,476 54
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* The earnings and expenses of the Columbus, Springfield and Cincinnati Railroad (operated as a branch of this road, under lease) are included herein, but the apportionments per mile are made on a basis of 171 miles of road, only (main line and Findlay Branch.)

OPERATING EXPENSES.

(A) Maintenance of way and structures	\$150,493 92	
(B) Motive power and cars	203,082 84	
(C) Transportation expenses	121,778 69	
(D) General expenses	85,409 90	
Total operating expenses for the year		\$560,765 35
Net earnings		\$249,711 19

PAYMENTS IN ADDITION TO OPERATING EXPENSES.*

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds and preferred stock	\$175,235 42	
Tax on same	9,222 91	
General construction	55,252 86	
Sinking fund	10,000 00	
Total payments in addition to operating expenses		\$249,711 19
Total of operating expenses and other payments	810,476 54	

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$815,366 14	
Total of operating expenses and all other payments	810,476 54	
Balance		\$4,889 60

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.*

Amount of earnings per mile of road	\$4,739 62
Amount of operating expenses per mile of road	3,279 32
Amount of net earnings per mile of road	1,460 30

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

United States Express Company. Contract: Sixty dollars per day, with privilege to carry both ways 10,000 pounds per day, through and way. All over 10,000 pounds is charged: for through, excess, 65 cents per 100 pounds; for local, excess, 40 cents per 100 pounds.

What freight or transportation companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

No transportation companies.

* The earnings and expenses of the Columbus, Springfield and Cincinnati Railroad (operated as a branch of this road, under lease) are included herein, but the apportionments per mile are made on a basis of 171 miles of road only (main line and Findlay Branch.)

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor :

24 horses.....	_____
28 cows.....	_____
120 sheep.....	_____
20 steers.....	_____
9 mules.....	_____
201 Total.....	\$2,161 99

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year :

January 11, 1870. One employe injured (want of caution). Peter Fox, track repairer ; leg broken by engine.

February 24, 1870. One person injured (want of caution). James Collins, citizen of Huntsville, leg broken ; was struck by engine while crossing track in a wagon.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Jacob W. Pierce.....	Boston, Mass.
Israel M. Spelman..	Boston, Mass. (Did not qualify.)
John S. Farlow.....	Boston, Mass.
Elisha C. Litchfield.....	New York.
Wm. Wilsire.....	Cincinnati, Ohio.
Rush R. Sloane.....	Sandusky, Ohio.
William G. Lane.....	Sandusky, Ohio.
Geo. J. Anderson.....	Sandusky, Ohio.
J. D. Chamberlain.....	Sandusky, Ohio.
Rush R. Sloane.....	President.
Jacob W. Pierce.....	Vice-President.
S. P. Wheelock.....	Secretary and Treasurer.
E. S. Quintard.....	Superintendent.
L. H. Lewis.....	Auditor.
H. M. Bronson.....	General Ticket Agent.
J. C. Buxton.....	General Freight Agent.

Communications intended for this company should be addressed as follows :

C., S. and C. R. R. Co., Sandusky, Ohio.

State of Ohio, County of Erie, ss. :

Rush R. Sloane, President of the Cincinnati, Sandusky and Cleveland Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D., 1870, according to the best of his knowledge and belief.

(Signed)

RUSH R. SLOANE,
President.

Subscribed and sworn to, before me, this twenty-fourth day of September, A. D., 1870.

[SEAL.]

JOHN L. MOORE,
Notary Public.

ANNUAL REPORT

OF THE

COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD CO.,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

This company was incorporated May 7th, 1869, with a capital stock of \$1,500,000. The company purchased the Springfield and Columbus Railroad of Jacob W. Pierce, [who purchased the road at judicial sale,] with the design of extending it from London to Columbus, Ohio.

The purchased road has been by agreement operated by the Cincinnati, Sandusky and Cleveland Railroad Company, and its operations for the year are included in the report of that company. On the first of July, 1870, it passed, by a perpetual lease, under the control of the Cincinnati, Sandusky and Cleveland Railroad Company.

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction	\$346,000 00
Cost of road and equipment per mile	17,300 00

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of single main track laid with iron	20 miles.
Aggregate length of sidings and other tracks not above enumerated	1 mile.
Total length of iron embraced in preceding heads.....	21 miles.

BRIDGES.

Five wooden bridges built in 1854; rebuilt, but do not know the date.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF OFFICERS.	POST-OFFICE ADDRESS.
Rush R. Sloane	Sandusky, Ohio.
Geo. J. Anderson	"
H. M. Bronson	"
W. J. Haverly	"
E. E. Upp	"
J. C. Buxton	Springfield, O.
J. S. Farlow	Boston, Mass.
Rush R. Sloane	President.
Geo. J. Anderson	Secretary.

Communications intended for this Company should be addressed as follows:

Rush R. Sloane, President, Sandusky, Ohio.

State of Ohio, County of Erie ss.:

Rush R. Sloane, President of the Columbus, Springfield and Cincinnati Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

RUSH R. SLOANE.

Subscribed and sworn to, before me, this 24th day of September, A. D. 1870.

JOHN L. MOORE,

[SEAL.]

Notary Public.

ANNUAL REPORT

OF THE

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY CO.,

For the year ending June 30, 1870.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$11,620,000 00
Amount of stock per mile of road (391 miles).....	29,718 67
Proportion of stock for Ohio, according to miles of road in the State (307 miles).....	9,123,631 69

DEBTS.

The amount of funded debt, (giving classes,) as follows:	
First mortgage bonds—sinking fund	\$1,999,000 00
Second mortgage bonds—B. and I.....	651,000 00
Mortgage bonds—C., C. and C.....	350,000 00
Total amount of funded debt.....	\$3,000,000 00
Increase of funded debt since June 30, 1869.....	1,003,000 00
Amount of debt per mile of road (391 miles).....	7,672 63
Proportion of debt for Ohio, according to miles of road in the State (307 miles)	2,355,497 41
Total amount of stock and debt	14,620,000 00
Total amount of stock and debt per mile (391 miles).....	37,391 30
Total amount of stock and debt for Ohio (307 miles).....	11,479,129 10

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of entire road and equipment to this date, June 30, 1870 (all kept in one account).....	\$12,160,930 00
Cost of road and equipment per mile (391 miles).....	31,102 12
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (307 miles).....	9,548,350 84

AS TO CHARACTERISTICS OF THE ROAD, Etc.

ENTIRE LINE.

Total length of *entire* line and branches :

Main Line	341 miles.
Branches (Springfield branch).....	50 miles.
	<hr/> 391 miles.

IN OHIO.

Length of single main track laid with iron.....	257 miles
Length of double main track.....	18 miles.
Length of branches, (naming each branch,) stating whether they have single or double track, as follows :	
Springfield branch.....	50 miles.
Aggregate length of sidings and other tracks not above enumerated.....	46 miles.
Total length of iron embraced in preceding heads.....	371 miles

How much of the road in Ohio is ballasted and with what material?

The whole line, with stone and gravel. Thirty miles with stone; balance gravel.

How much of the road has been ballasted since June 30, 1869, and with what material?

Re-ballasted twenty-five miles with gravel.

BRIDGES—(IN OHIO.)

Number of wooden bridges, and aggregate length in feet :

Number	23
Aggregate length.....	2,389 ft.

Number of iron bridges, and aggregate length in feet :

Number	2
Aggregate length.....	116 ft.

Number of stone bridges, and aggregate length in feet :

Number.....	8
Aggregate length.....	730 ft.

The greatest age of wooden bridges..... 13 years.

The average age of wooden bridges 9 "

The number and kind of new bridges built during the year, (ending June 30, 1870 and length in feet, (by following table) :

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built : Date.
Miami Race	Howe Truss.....	Wood	68	February, 1870.
Turtle Creek	"	"	86	February, 1870.
Loramie Canal.....	"	"	95	February, 1870.

ROAD UNFENCED.—IN OHIO.

The length of road unfenced on either side and the reason therefor.

All fenced.

Length of road fenced during the past year (ending June 30,) and cost per rod.

Rebuilt 20 miles post and board \$1.50 per rod.

“ 10 “ rail, 60 cents “

EQUIPMENT.

Number of locomotives.....	87
Number of passenger cars.....	47
Number of express and baggage cars.....	20
Number of freight cars.....	1,455
Number of other cars	13
Total number of persons employed in operating the road in Ohio.....	1,750

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion.	35
Average rate of same, including stops.....	30
The highest rate of speed allowed by mail and accommodation trains when in motion	27
Average rate of same, including stops	22
The highest rate of speed allowed by freight trains when in motion.....	15
Average rate of same, including stops.....	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile.	First class.	See'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried.	3½	2½	1
Highest rate per mile for distances more than 5 and less than 15 miles	3½	2½	1
Highest rate per mile for distances more than 15 and less than 30 miles	3½	2½	1
Highest rate per mile for distances more than 30 and less than 50 miles	3½	2½	1
Highest rate per mile for distances more than 50 and less than 100 miles	3½	2½	1
Highest rate per mile for the whole length of your main road in Ohio	3½	2½	1
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State	3½	2½	1

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth Class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.....	5½	3 7-10	3 7-10	3½	3
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	5½	3 7-10	3 7-10	3½	3
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	5½	3 7-10	3 7-10	3½	3
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	5½	3 7-10	3 7-10	3½	3
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	5½	3 7-10	3 7-10	3½	3
Highest rate per ton per mile for the whole length of your main road in Ohio.....	5½	3 7-10	3 7-10	3½	3
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State.	3½	3	2½	1½	1½

DOINGS FOR THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of re-rolled iron rail laid during the year (2,000 tons).....	22 miles.
The length of spliced and mended iron laid during the year	25 "

How much steel rail have you, and how long laid ?

Length	3½ "
How long laid.....	6 months.

What is the relative durability and value of steel rails compared with iron, as used on your road ?

Steel rail laid 5 years has worn out three iron rails, and is in good condition yet.
(The above was only a short piece of track laid 5 years since.)

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains	772,142
The number of miles run by locomotives hauling freight trains	1,252,396
The number of miles run by locomotives hauling construction and other trains not named above	474,246
Total mileage of locomotives.....	2,498,784

CARS.

The number of miles run by passenger cars.....	2,466,179
The number of miles run by express and baggage cars	1,234,175
The number of miles run by freight cars.....	24,525,797
Total mileage of cars	28,226,151

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number of passengers, of all classes, carried in cars.....	583,694
Total miles traveled by passengers, or number of passengers carried one mile.....	27,684,429
Average number of miles traveled by each passenger carried	47 4-10
Average amount received from each passenger carried.....	\$1 46
Average amount <i>per mile</i> received from each passenger carried.....	3.08 cents.

FREIGHT.

The number of tons of through freight carried. }	} kept together	831,644
The number of tons of local freight carried.... }		
Total number of tons of freight carried one mile.....		118,532,845
Average amount received for each ton of freight carried.....		\$2 60 6-10
Average amount <i>per mile</i> received for each ton of freight carried		1 817-1000 c.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	78,440
Total number of tons of coal consumed during the year.....	415

EARNINGS, EXPENSES, ETC.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers	{ Through. \$354,287 00	Total. \$853,813 20
	{ Local.... 499,526 20	
Earnings from transportation of freight....	{ Through. 1,050,760 22	Total. 2,164,660 45
	{ Local.... 1,113,900 23	
Earnings from mail.....		61,993 00
Earnings from express.....		78,919 56
Earnings from other sources		72,723 43
Total earnings for the year.....		\$3,232,109 64

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Ballast.....	\$12,500 00
Bridges—repairs of	30,044 78
Buildings—repairs of	36,701 88
Cars, road and hand—used in maintenance of way.....	4,000 00
Cattle guards.....	2,500 00
Chairs, spikes, bolts and splices	33,000 00
Cross-ties	37,500 00
Fences and gates—repairs of.....	9,732 26
Frogs.....	4,000 00
Iron rails—re-rolling, splicing, mending and repairing.....	115,000 00
Masonry—repairs of.....	12,000 00

Steel rails.....	39,000 00
Switches.....	4,000 00
Track—repairs of.....	150,136 28
Watchmen—track and bridge.....	2,500 00
Total	<u>\$492,615 20</u>

Expenses per mile of road for maintenance of way and structures during the year.....	\$1,259 89
Proportion of expenses for Ohio, according to miles of road in the State..	386,786 23

TABLE B.—MOTIVE POWER AND CARS.

Freight car repairs	\$105,805 09
Locomotive repairs.....	182,935 23
Oil, tallow and waste	34,745 15
Passenger and baggage car repairs.....	40,373 52
Wood (fuel account).....	271,983 71
Total	<u>\$635,842 70</u>
Expense per mile of road for motive power and cars.....	1,626 19
Proportion of expense for Ohio according to miles of road in the State...	499,240 33

TABLE C.—TRANSPORTATION EXPENSES.

Car service (mileage).....	\$45,228 48
Cattle killed.....	3,807 57
Freight lost and damaged.....	14,600 05
Freight and passenger expense.....	704,698 85
Gratuities and personal injuries.....	16,787 97
Telegraph expenses.....	25,153 04
Total.....	<u>\$810,275 96</u>
Amount per mile of road of transportation expenses.....	2,072 31
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	636,199 17

TABLE D.—GENERAL EXPENSES.

General expenses (all kept in one account).....	\$70,970 97
Taxes—State and National:	
State taxes... { Ohio.....	\$85,497 15
{ Indiana.....	<u>10,961 84</u>
	96,458 99
National taxes.....	67,486 47
Total.....	<u>\$234,916 43</u>
Amount per mile of road of general expenses.....	600 81
Proportion of general expenses for Ohio, according to miles of road in the State	184,448 67

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$3,232,109 64
----------------------------------	----------------

OPERATING EXPENSES.

(A) Maintenance of way and structures	\$492,615 20
(B) Motive power and cars.....	635,842 70
(C) Transportation expenses	810,275 96
(D) General expenses.....	234,916 43
Total operating expenses for the year.....	\$2,173,650 00
Net earnings	1,058,459 00

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$155,203 54
Dividends on common stock (rate per cent. 7) Amount	731,923 50
Tax on same (included in National taxes).....	.....
General construction, new equipment, buildings, etc. (all kept in one account).....	224,784 00
Total payments in addition to operating expenses	\$1,111,911 04
Total of operating expenses and other payments	3,285,561 33

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$3,232,109 64
Total of operating expenses and all other payments.....	3,285,561 33
Deficit or excess of payments over receipts	53,351 69

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 391 miles for entire line, and 307 miles for Ohio.]

Proportion of earnings.....(Amount per mile of road, \$8,266.26)..	\$2,537,741 82
Proportion of operating expenses..(" " 5,559.20)..	1,706,674 40
Proportion of net earnings	831,067 42
Proportion of total receipts	2,537,741 82
Proportion of total payments.....(" " 8,402.97)..	2,579,711 79
Proportion of deficit	41,969 97

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

American Merchants' Union Express Co. and United States Express Co. About double first class rates.

What freight or transportation companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Merchants' Dispatch, Empire Transportation Company, Union Star Line, White Line Central Transit Co., and South Shore Line.

ANIMALS KILLED IN OHIO.

The number and kind of farm animals killed, and amount of damages paid therefor:
No account kept of the number and kind killed. Total amount paid during the year on this account..... \$3,807 57

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year.

July 21, 1869. One person killed. John Field, walking on track, struck by engine; at Ashley, Ohio.

July 5, 1869. One employe killed (want of caution). Thos. Harrington, fell between cars on wood train; at Cardington, Ohio.

September 4, 1869. One person killed. James Haley, sitting under freight car; at Delaware; train backed over and killed him.

October 1, 1869. One person injured. Martin Leary, attempted to get on morning passenger train; at Cleveland; leg and arm crushed.

November 17, 1869. One employe injured (want of caution). L. Martin, injured by locomotive running into freight car on main track; near Shiloh, Ohio.

November 17, 1869. One employe killed (cause beyond his own control.) Pat. McGraw; by same accident as above.

November 2, 1869. One employe killed (want of caution.) Chas. Slee, killed in freight house, Cleveland, Ohio, by slab of marble falling on him.

November 9, 1869. One person killed. Unknown, found dead in Cleveland yard; supposed to have been struck by locomotive in night.

July 2, 1869. One person killed. Unknown, walking on track, in night, near Delaware, Ohio, struck by locomotive.

August 6, 1869. One employe killed (cause beyond his own control.) James Walsh, crossing watchman, Cleveland; struck by locomotive.

August 16, 1869. One person injured. John Strum, walking on track near Crestline, struck by locomotive; not fatal.

July 1, 1869. One person killed. James Hickey, walking on track near Sidney, killed by train.

July 2, 1869. One employe killed (want of caution). Barney Mohen, riding on top car wood train; struck his head against bridge.

July 10, 1869. One person killed. A. McIntosh, walking on track near Caledonia, intoxicated; struck by locomotive.

July 19, 1869. One person injured. Jacob Kohler, walking on track near Marion, O.; struck by locomotive; not fatal.

August 5, 1869. One employe killed (want of caution). Jas. King, track laborer; fell asleep on track; struck by locomotive.

November 6, 1869. One employe killed (want of caution). Tim Connor, killed at Bellefontaine; attempting to couple cars.

November 11, 1869. One person killed. John Kearns, near Rushsylvania; attempting to drive across track ahead of passenger train.

November 11, 1869. One person injured. Mary Kearns, injured as above ; not fatal.

February 24, 1870. One employe injured (want of caution). James Connell, brakeman ; lost his arm coupling cars.

March 7, 1870. One person injured. Fred. Gregory, jumped from freight train in motion, injured in shoulder ; not seriously.

April 7, 1870. One person killed. Hugh Edward , killed at Carey Station, in attempting to cross track ahead of passenger train.

April 7, 1870. One person killed. J. Cramner, same place, killed in same manner.

May 20, 1870. One person injured. — Elliott, crossing track near Rochester, struck by passing locomotive ; not seriously injured.

Total killed—

Employees	7	
Others	9	
		16

Total injured—

Employees	2	
Others	6	
		8

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
L. M. Hubby	Cleveland, Ohio.
S. Witt	"
A. Stone, jr.	"
J. H. Wade	"
Geo. Worthington	"
Selah Chamberlain	"
Oscar Townsend	"
H. B. Hurlbut	"
S. Williamson	"
T. P. Handy	"
Wm. Collins	"
John W. Burson	Muncie, Ind.
John Miller	Columbus, Ohio.
L. M. Hubby, President	Cleveland, Ohio.
Oscar Townsends, Vice President	"
Geo. H. Russell, Secretary and Treasurer	"
F. Ford, Engineer	"
E. S. Flint, Superintendent	"
A. Ely, jr., Auditor	"
S. F. Pierson, General Ticket Agent	"
L. Hills, General Freight Agent	"

Communications intended for this Company should be addressed as follows:
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co., Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss.:

Oscar Townsend, President of the C., C., C. & I. Railway Company, being duly sworn, deposes and says that he has caused the foregoing statement to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

Signed,

OSCAR TOWNSEND,
President.

Subscribed and sworn to before me, this 23d day of August, A. D. 1870. ;

[SEAL.]

F. FORD,
Notary Public.

ANNUAL REPORT

OF THE

CLEVELAND, ZANESVILLE AND CINCINNATI RAILROAD,

For the seven months ending Dec. 1, 1869.

[ROAD ALL IN OHIO.]

[The following report embraces the operations of the road for five months only, up to the first day of December, 1869, at which date it passed into the hands of the Pittsburgh, Mount Vernon, Columbus and London (now the *Cleveland, Mount Vernon and Delaware*) Railroad Company, having been purchased by that company. The operations of the road for the balance of the year will be found in the report of said company, following this report.]

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

Length of single main track laid with iron.....	*63 $\frac{3}{4}$	miles.
Aggregate length of sidings and other tracks not above enumerated.....	5	"
Total length of iron embraced in preceding heads.....	68 $\frac{3}{4}$	miles.

BRIDGES.

Number of wooden bridges, and aggregate length in feet:		
Number	17	
Aggregate length.....	667	feet.
Number of stone bridges, and aggregate length in feet:		
Number	1	
Aggregate length.....	1,400	"
Number of wooden trestles, and aggregate length in feet:		
Number.....	3	
Aggregate length.....	1,610	"
The greatest age of wooden bridges.....	10	years.
The average age of wooden bridges.....	8	"
The greatest age of wooden trestles.....	7	"

*About 3 $\frac{3}{4}$ miles of this, recently built, has been used but very little during the time for which this report is made, and in making apportionments of earnings, expenses, etc., per mile, 61 miles has been taken as a basis, that being considered about the average length in operation.

EQUIPMENT.

Number of locomotives	6
Number of passenger cars	6
Number of express and baggage cars	5
Number of freight cars	57
Number of other cars	92
Total number of persons employed in operating the road	130

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion	30
Average rate of same, including stops	20
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	12

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile :

Highest rate per mile for the shortest distances passengers are carried— first class	3 $\frac{1}{2}$	cents.
Highest rate per mile for distances more than 5 and less than 15 miles— first class	3 $\frac{1}{2}$	"
Highest rate per mile for distances more than 15 and less than 30 miles— first class	3 6-10	"
Highest rate per mile for distances more than 30 and less than 50 miles— first class	3 48-100	"
Highest rate per mile for distances more than 50 and less than 100 miles— first class	3 46-100	"
Highest rate per mile for the whole length of your main road—first class	3 44-100	"
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State—first class	3 44-100	"

FREIGHT.

The rate per ton per mile charged for the various classes of Freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried (4 miles)*	40	40	35	35	12
Highest rate per ton per mile for distances of more than 5 and less than 15 miles (6 miles)	26 $\frac{2}{3}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	11 $\frac{2}{3}$
Highest rate per ton per mile for distances of more than 15 and less than 30 miles (18 miles)	14 44-100	13 $\frac{1}{2}$	11	9 44-100	4 72-100
Highest rate per ton per mile for distances of more than 30 and less than 50 miles (32 miles)	11 9-10	11 2-10	10	6	4 $\frac{1}{2}$
Highest rate per ton per mile for distances of more than 50 and less than 100 miles (52 m's)	9 28-100	8 $\frac{1}{2}$	7 7-10	4 4-10	3

*Only one place on the road where freight is carried only 4 miles, and the tariff amounts to only a few dollars a year.

DOINGS OF THE FIVE MONTHS ENDING DEC. 1, 1870.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains 5 months, July 1 to December 1	19,500
The number of miles run by locomotives hauling mixed trains.....	15,860
Number of miles run by locomotives hauling construction and other trains not named above	2,000
Total mileage of locomotives.....	37,360

CARS.

The number of miles run by passenger cars.....	39,000
The number of miles run by express and baggage cars.....	51,200
The number of miles run by freight cars.....	117,000
The number of miles run by caboose cars.....	6,000
The number of miles run by cars in construction and other trains not named above	36,000
Total mileage of cars	249,200

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars, (5 months, July 1 to December 1.....	54,658
Total miles traveled by passengers, or number of passengers carried one mile	869,000
Average number of miles traveled by each passenger carried.....	15 9-10
Average amount received from each passenger carried.....	55 6-10 cents.
Average amount <i>per mile</i> received from each passenger carried.....	3½ cents.

FREIGHT.

Total number of tons, through and local, carried.....	35,000
Total number of tons of freight carried one mile.....	628,571
Average amount received for each ton of freight carried.....	\$1 26
Average amount <i>per mile</i> received for each ton of freight carried.....	7 cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year	1,450
Total number of tons of coal consumed during the year	1,600

EARNINGS AND EXPENSES.

EARNINGS FOR 5 MONTHS, JULY 1 TO DEC. 1, 1870.

Earnings from transportation of passengers, (through and local)	\$30,391 71
Earnings from transportation of freight (through and local).....	44,041 89
Earnings from mail.....	1,291 65
Earnings from express	3,930 00
Earnings from other sources	253 52
Total earnings for the five months.....	\$79,908 77

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$4,304 86
Buildings—repairs of	324 66
Cars, road and hand—used in maintenance of way	56 74
Chairs, spikes, bolts and splices	980 35
Cross-ties	2,856 70
Frogs and switches	1,270 22
Incidentals	1,968 77
Iron rails—re-rolling, splicing, mending and repairing	8,290 64
Road-bed, track and road-way—repairs of, labor on	11,111 54
Superintendence and supervisors	800 00
Track—repairs of (see road-bed)	
Track scales	1,589 74
Total	<hr/> \$33,554 22
Expenses per mile of road for maintenance of way and structures during the year	550 07

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$1,100 00
Engineers and firemen	1,582 26
Freight car repairs	4,814 65
Fuel for engine houses and shops	600 00
Incidentals	37 50
Laborers in shops	509 63
Locomotive repairs	2,306 98
Oil, tallow and waste	207 47
Passenger and baggage car repairs	3,229 76
Superintendence	625 00
Tools and repairs of tools	2,246 03
Wipers	372 00
Wood	1,899 00
Shop buildings	1,502 55
Total	<hr/> \$21,032 83
Expense per mile of road for motive power and cars	344 80

TABLE C.—TRANSPORTATION EXPENSES.

Books, printing and stationery	\$311 00
Damages to property along the line	8 00
Freight lost and damaged	101 85
Station service—agents, clerks and laborers at stations	4,078 35
Station supplies	559 73
Train service	2,665 26
Train supplies	42 76
Total	<hr/> \$7,766 95
Amount per mile of road of transportation expenses	127 33

TABLE D.—GENERAL EXPENSES.

Incidentals.....	\$214 53
Salaries of general officers.....	2,400 00
State taxes, first half of 1869.....	2,522 48
National taxes.....	770 31
Total	<u>\$5,907 32</u>
Amount per mile of road of general expenses.....	96 84

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for 5 months—from July 1, to December 1, 1869	\$79,908 77
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$33,554 22
(B) Motive power and cars.....	21,032 83
(C) Transportation expenses.....	7,766 95
(D) General expenses.....	<u>5,907 32</u>
Total operating expenses for the five months.....	<u>\$68,261 32</u>
Net earnings.....	\$11,647 45

AMOUNTS PER MILE OF ROAD—(*61 MILES).

Amount of earnings per mile of road.....	\$1,309 98
Amount of operating expenses per mile of road.....	1,119 04
Amount of net earnings per mile of road.....	190 94

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Union Line—\$30 per day.

What freight or transportation companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.?

None.

State of Ohio, County of Summit, ss.:

Simon Perkins, Superintendent of the Cleveland, Zanesville and Cincinnati Railroad being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

Signed,

SIMON PERKINS,
Superintendent.

Subscribed and sworn to before me, this twentieth day of September, A. D. 1870.

G. T. FORD,
Notary Public.

[SEAL.]

* See note on page 115, as to length.

ANNUAL REPORT
OF THE
CLEVELAND, MOUNT VERNON AND DELAWARE R. R. CO.,

For the seven months ending June 30, 1870.

[ROAD ALL IN OHIO.]

The Pittsburgh, Mount Vernon, Columbus and London Railroad Company purchased of the Pennsylvania, and the Pittsburgh, Fort Wayne and Chicago Railway Companies, the railroad and equipment formerly belonging to the Cleveland, Zanesville and Cincinnati Railroad Company, extending from Hudson, in Summit county, to Millersburgh, in Holmes county, together with the extension thereof of three and one-half miles, made by said P., Ft. W. and C. R'y Co., and paid therefor twenty-two thousand (22,000) shares of its fully paid capital stock, and received a conveyance of the property, (subject to an incumbrance of \$143,000, created by Geo. W. Cass and John J. Marvin, prior owners,) dated Nov. 4th, 1869. It also purchased of G. A. Jones, Trustee, who had purchased the same at judicial sale, the railroad formerly belonging to the Springfield, Mt. Vernon and Pittsburgh Railroad Company, lying east of Delaware, and paid therefor one thousand (1,000) shares of its fully paid capital stock, and received a conveyance of the property dated Nov. 1, 1869. On the 22d of December, 1869, the name of the corporation was changed by a decree of the Court of Common Pleas of Knox county to "Cleveland, Mount Vernon and Delaware Railroad Company." On the 4th of November, 1869, the lease of the Massillon and Cleveland Railroad, made to the P., Ft. W. & C. R'y Co., was assigned to this company. On the 1st of December, 1869, possession was delivered to this company of the road from Hudson to Millersburgh, and on the 1st of May, 1870, possession was delivered of the road from Massillon to Clinton.

The terminal points of the company's road, according to the certificate of incorporation, are Orrville, in Wayne county, and London, in Madison county; but the road, as it is at present proposed to construct and operate it, will extend from Hudson to Delaware—one hundred and thirty-two miles in length.

Work was not commenced until June 6th, 1870. No estimate made at present date, (June 30.)

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$1,150,000 00
The amount of capital stock unpaid.....	350,000 00
Total amount of stock.....	\$1,500,000 00
Amount of stock per mile of road (132 miles).....	11,363 63

DEBTS.

Total amount of funded debt (On C. Z. and C. R. R., assumed by this Co.)..	\$143,000 00
Amount of debt per mile of road (64 miles built).....	2,224 37
Total amount of stock and debt.....	1,643,000 00
Total amount of stock and debt per mile.....	13,598 00

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

Length of single main track laid with iron	*63 $\frac{3}{4}$ miles.
Length of branches, (naming each branch) stating whether they have single or double track, as follows:	
Massillon Branch (Massillon and Cleveland Railroad—leased).....	13 miles.
Aggregate length of sidings, etc	5 “
Total length of iron	81 $\frac{3}{4}$ miles.

BRIDGES.

[See report of Cleveland, Zanesville and Cincinnati R. R., preceding.]

EQUIPMENT.

Number locomotives.....	7
Number of passenger cars	6
Number of express and baggage cars.....	4
Number of freight cars	149

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.....	30
Average rate of same, including stops	25
The highest rate of speed allowed by mail and accommodation trains when in motion	18
Average rate of same, including stops	12
The highest rate of speed allowed by freight trains when in motion.....	18
Average rate of same, including stops	12

* About 3 $\frac{1}{4}$ miles of this recently built has been used very little during the time for which this report is made. In making apportionment of earnings, expenses, etc., per mile, 61 miles has been taken as a basis, that being considered about the average length in operation.

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers charged for the respective classes per mile.

(By virtue of the act of March 11, 1845.)

Highest rate per mile for the shortest distance passengers are carried—1st class.	4 cts.
“ “ distances more than 5 and less than 15 miles—	“ .. 3.88 cts.
“ “ “ “ 15 and less than 30 miles—	“ .. 3.70 cts.
“ “ “ “ 30 and less than 50 miles—	“ .. 3.60 cts.
“ “ “ “ 50 and less than 100 miles—	“ .. 3.44 cts.
“ “ the whole length of your main road.....	“ .. 3.44 cts.
“ “ through passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State.	3.44 cts.

FREIGHT.

No rates at present (June 30, 1870,) established by this Company.

DOINGS OF THE SEVEN MONTHS ENDING JUNE 30, 1870.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	27,300
The number of miles run by locomotives hauling mixed trains.....	23,600
The number of miles run by locomotives hauling construction and other trains not named above.....	2,000
Total mileage of locomotives.....	52,900

CARS.

The number of miles run by passenger cars.....	55,600
The number of miles run by express and baggage cars.....	71,700
The number of miles run by freight cars.....	163,800
The number of miles run by caboose cars.....	8,400
The number of miles run by cars in construction and other trains not named above.....	50,000
Total mileage of cars.....	349,500

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	73,650
Total miles traveled by passengers, or number of passengers carried one mile.	1,112,115
Average number of miles traveled by each passenger carried.....	15 1-10
Average amount received from each passenger carried.....	52 8-10 cts.
Average amount <i>per mile</i> received from each passenger carried.....	3½ cts.

FREIGHT.

Total number of tons, through and local, carried.....	58,000
Total number of tons of freight carried one mile.....	828,572
Average amount received for each ton of freight carried.....	\$1 26
Average amount <i>per mile</i> received for each ton of freight carried.....	7 cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the 7 months	1,900
Total number of tons of coal consumed during the 7 months—in machine shop	2,240

EARNINGS AND RECEIPTS.

EARNINGS FOR THE SEVEN MONTHS ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$37,304 64
Earnings from transportation of freight	73,401 19
Earnings from mail	1,808 31
Earnings from express.....	5,460 00
Earnings from other sources	1,274 50
Total earnings for seven months ending June 30, 1870	<u>\$119,248 64</u>

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Total.....	\$23,750 17
Expenses per mile of road for motive power and cars during the year (61 miles*)	389 35

TABLE B.—MOTIVE POWER AND CARS.

Total.....	\$27,349 52
Expenses per mile of road for motive power and cars (61 miles*).....	448 35

TABLE C.—TRANSPORTATION EXPENSES.

Total	\$11,461 56
Amount per mile of transportation expenses (61 miles*)	187 90

TABLE D.—GENERAL EXPENSES.

Total	\$7,717 46
Amount per mile of road of general expenses (61 miles*).....	126 51

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the seven months	\$119,248 64
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$23,750 17
(B) Motive power and cars	27,349 52
(C) Transportation expenses	11,461 56
(D) General expenses	<u>7,717 46</u>
Total operating expenses for the seven months	\$70,278 71
Net earnings.....	48,969 93

* See note on page 121, as to length.

124 CLEVELAND, MT. VERNON & DELAWARE R. R. CO.

AMOUNTS PER MILE OF ROAD—(*61 MILES.)

Amount of earnings per mile of road.....	\$1,954 89
Amount of operating expenses per mile of road.....	1,152 11
Amount of net earnings per mile of road	802 78

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Rollin C. Hurd	Mount Vernon, Ohio.
Charles Cooper	"
Samuel Israel	"
Mardenbro White.....	Gambier, Ohio.
Isaac Harpster	Millersburg, Ohio.
Wm. M. Orr	Orrville, Ohio.
Thos. D. Messler.....	Pittsburgh, Pa.
Rollin C. Hurd	President.
Jos. S. Davis.....	Secretary.
Jno. D. Thompson.....	Treasurer.
Jno. N. Lewis.....	Engineer.
Goshorn A. Jones.....	Superintendent.
E. Mize	Auditor and Gen'l Ticket Ag't.

State of Ohio, County of Franklin, ss.:

Rollin C. Hurd, President of the Cleveland, Mount Vernon and Delaware Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

R. C. HURD.

Subscribed and sworn to, before me, this twenty-ninth day of August, A. D. 1870.

GEO. B. WRIGHT,

Commissioner.

* See note on page 12I, as to length.

ANNUAL REPORT

OF THE

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

For the year ending June 30, 1870.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in—common.....	\$7,419,275 00
Increase of stock since June 30, 1869	1,377,200 00
Amount of stock per mile of road (199 miles main line and T. Branch)...	37,282 79
Proportion of stock for Ohio, according to miles of road in the State (184 miles).....	6,860,033 36

DEBTS.

The amount of funded debt (giving classes), as follows:

First mortgage bonds (all paid.)	
Second mortgage bonds	\$820,000 00
Third mortgage bonds	1,391,000 00
Fourth mortgage bonds,.....	1,096,000 00
Consolidated sinking fund bonds of 1900.....	528,000 00
Total amount of funded debt	\$3,835,000 00
Decrease of funded debt since June 30, 1869.....	291,500 00
Amount of debt per mile of road (199 miles main line and T. Branch)....	19,271 36
Proportion of debt for Ohio, according to miles of road in the State.....	3,545,930 24
Total amount of stock and debt.....	11,254,275 00
Total amount of stock and debt per mile (199 miles main line and T. Branch)	56,554 15
Total amount of stock and debt for Ohio (184 miles).....	10,405,963 60

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction and right of way.....	\$8,786,388 12
Cost of equipment.....	2,283,264 86
All other items embraced in cost of road and equipment not embraced in two preceding questions	141,130 34
Total cost of entire road and equipment to this date, June 30, 1870.	\$11,210,783 32

Cost of road and equipment per mile (199 miles main line and Tuscarawas Branch)	56,335 59
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (184 miles).....	10,365,748 56

AS TO CHARACTERISTICS OF THE ROAD, ETC.

ENTIRE LINE.

Total length of entire line and branches :

Main line and River Divison.....	167 miles.
Riv. Div., Rochester, Pa., to Pittsburg, Pa.....	*26 "
Tuscarawas Branch.....	32 "
	<hr/> 225 miles.

IN OHIO.

Length of single main track laid with iron	150 miles.
Length of double main track.....	'2 "
Length of branches, (naming each branch) stating whether they have single or double tracks, as follows:	
Tuscarawas Branch, (single track).....	32 "
Aggregate length of sidings and other tracks not above enumerated (Road, 37.6; private, 11.4).....	49 "
How much of the above, main line, branches, sidings, etc., is double gauge	2 "
Total length of iron embraced in preceding heads.....	<hr/> 235 miles.

How much of the road in Ohio is ballasted and with what material?

All ballasted with gravel.

How much of the road has been ballasted since June 30, 1869, and with what material?

19 miles—viz.: 17 miles with gravel, and 2 with cinder.

BRIDGES—(IN OHIO.)

Number of wooden bridges, and aggregate length in feet :

Number..... 65 Aggregate length 5,248 feet.

Number of iron bridges, and aggregate length in feet:

Number..... 1 Aggregate length 110 feet.

Number of stone bridges, and aggregate length in feet :

Number..... 34 Aggregate length 2,389 feet.

The greatest age of wooden bridges †20 yrs.

The average age of wooden bridges..... 3½ yrs.

* NOTE—Leased from P. F. W. and C. Railway Co.

† Covered. This bridge was made a specialty, built in an extraordinary manner, and ranks now with bridges of 7 years of age.

The number and kind of new bridges built during the year, (ending June 30, 1870,) and length in feet, (by following table:)

Specify each bridge.	Kind: (Giving distinguishing name.	Whether wood, stone or iron.	Length in feet.	When built: date.
North Fork Yellow C'k..	Howe Truss.....	Wood	111	July 9, 1869.
" ..	"	"	111	July 15, 1869.
" ..	"	"	111	July 22, 1869.
" ..	"	"	111	July 29, 1869.
" ..	"	"	111	Aug. 5, 1869.
Clear Fork Sandy C'k..	"	"	67	Aug. 17, 1869.
" ..	"	"	67	Aug. 20, 1869.
North Fork Yellow C'k..	"	"	132	Aug. 31, 1869.
" ..	"	"	132	Sept. 9, 1869.
" ..	"	"	132	Sept. 18, 1869.
" ..	"	"	132	Oct. 2, 1869.
" ..	"	"	132	Oct. 9, 1869.
Brush Run.....	"	"	60	Feb. 14, 1870.
Hahn's Run.....	"	"	43	May 20, 1870.

ROAD UNFENCED IN OHIO.

The length of road unfenced on either side and the reason therefor:

The road is generally fenced. On some portions of the River Division, from the proximity of the line to the banks and bluffs of the Ohio River, fencing is not practicable for perhaps one-third of the length of that division.

Length of road fenced during the past year (ending June 30), and cost per rod:

955 rods of fence, built at a cost of about \$2.25 per rod.

EQUIPMENT.

Number of locomotives	78
Number of passenger cars—1st class, 33; 2d class, 6	39
Number of express and baggage cars	20
Number of freight cars.....	1,601
Number of other cars	46
Total number of persons employed in operating the road in Ohio	1,305

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion	33
Average rate of same, including stops	28
The highest rate of speed allowed by mail and accommodation trains when in motion	26
Average rate of same, including stops	20
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	13

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile:

	First class.
Highest rate per mile for the shortest distance passengers are carried (2 miles)	5 cents.
Highest rate per mile for distances more than 5 and less than 15 miles....	4 "
Highest rate per mile for distances more than 15 and less than 30 miles...	3½ "
Highest rate per mile for distances more than 30 and less than 50 miles...	3½ "
Highest rate per mile for distances more than 50 and less than 100 miles..	3½ "
Highest rate per mile for the whole length of your main road in Ohio	3½ "
Highest rate per mile for through passengers, that is, those passing from and over your line to points on the lines of other companies or points beyond the State	3½ "
No second or third class rates.	

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried *	160	120	100	100	80
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	26	20	16	16	13
Highest rate per ton per mile for distances of more than 15 and less than 30 miles	16	10	8	8	7
Highest rate per ton per mile for distances of more than 30 and less than 50 miles	9	8	7	7	6
Highest rate per ton per mile for distances of more than 50 and less than 100 miles	8	8	7	6	5
Highest rate per ton per mile for the whole length of your main road in Ohio	5	4	4	3	3
Highest rate per ton per mile for through freight, that is, freight passing from and over your line to points on the lines of other companies or points beyond the State	4	3	3	2	1½

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year.....	2 1-10 miles.
The length of rerolled iron rail laid during the year.....	21 3-10 "

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles ran by locomotives hauling passenger trains.....	337,020
The number of miles run by locomotives hauling freight trains.....	752,766
The number of miles run by locomotives hauling mixed trains. Included above.	
The number of miles run by locomotives hauling construction and other trains not named above.....	496,910
Total mileage of locomotives.....	1,586,696

* This is for one mile. The same rate per hundred pounds is charged for any distance up to ten miles.

CARS.

The number of miles run by passenger cars	1,570,160
The number of miles run by express and baggage cars (included above.)	
The number of miles run by freight cars	11,089,468
The number of miles run by caboose cars (included above.)	
The number of miles run by cars in construction and other trains not named above.....	1,677,160
Total mileage of cars	14,336,788

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	634,047
Total miles traveled by passengers, or number of passengers carried one mile	19,603,228
Average number of miles traveled by each passenger carried.....	30 9-10
Average amount received from each passenger carried.....	97 cents.
Average amount <i>per mile</i> received from each passenger carried	3 15-100 "

FREIGHT.

The number of tons of through freight carried	364,375
The number of tons of local freight carried	783,073
Total number of tons, through and local, carried	1,147,448
Total number of tons of freight carried one mile.....	88,541,224
Average amount received for each ton of freight carried.....	\$1 56
Average amount per mile received for each ton of freight carried	2 02-100 cts.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	9,000
Total number of tons of coal consumed during the year	32,000

EARNINGS, RECEIPTS, EXPENSES, ETC.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers. { Through. \$157,643 51	
{ Local..... 460,421 96 Total,	\$618,065 47
Earnings from transportation of freight { Through. \$26,205 76	
{ Local ... 968,036 10 Total,	1,794,241 86
Earnings from mail.....	21,584 52
Earnings from express	65,739 99
Earnings from other sources.....	12,741 34
Total earnings for the year	\$2,512,373 18
Receipts from sources other than earnings.....	1,667,089 32
Total receipts during the year	\$4,179,462 50

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$20,467 66
Buildings—repairs of	15,343 42
Chairs, spikes, bolts and splices	5,595 44
Cross-ties	33,140 11
Fences and gates—repairs of	2,052 02
Iron rails—re-rolling, splicing, mending and repairing	55,942 98
Track—repairs of	155,623 60
Track—repairs of track used jointly with other companies	46,328 21
Track scales	856 07
Watchmen—track and bridge	8,915 53
Total	<hr/> \$344,265 04
Expense per mile of road for maintenance of way and structures during the year	1,530 07
Proportion of expenses for Ohio, according to miles of road in the State..	281,532 88

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$63,566 20
Engineers and firemen	107,131 52
Freight car repairs	145,663 25
Incidentals	9,249 08
Locomotive repairs	129,376 90
Oil, tallow and waste	30,808 72
Passenger and baggage car repairs	15,150 12
Rents of locomotives	4,883 92
Shop expense	41,890 81
Water, wood and coal stations—expenses of	14,366 46
Wipers	25,464 21
Wood	18,161 80
Total	<hr/> \$605,712 99
Expense per mile of road for motive power and cars	2,692 06
Proportion of expense for Ohio, according to miles of road in the State ..	495,339 04

TABLE C.—TRANSPORTATION EXPENSES.

Baggage lost and damaged	\$90 00
Books, printing and stationery	11,425 02
Car service (mileage)	6,271 22
Cattle killed	2,140 00
Freight lost and damaged	2,377 64
Incidentals	13,306 21
Loss by fire	4,596 74
Personal injuries	2,744 09
Printing and stationery	11,588 74
Rents	2,087 50
Station service	150,412 70

Station supplies.....	5,908 67
Telegraph expenses	10,751 60
Train service.....	103,188 15
Train supplies.....	13,868 01
Total	<u>\$340,756 29</u>
Amount per mile of road of transportation expenses	1,514 47
Proportion of transportation expenses for Ohio, according to miles of road in the State	278,662 48

TABLE D.—GENERAL EXPENSES.

Clerks	\$8,335 11
Executive committee	44,104 87
Incidentals	10,569 24
Legal department, attorneys' fees, etc.....	10 302 91
New York Transfer Agency	2,200 57
Patent rights.....	500 00
Revenue and postage stamps	1,128 60
Salaries of general officers.....	24,800 00
Taxes—State and National:	
State taxes—{ Ohio	\$60,115 40
{ Pennsylvania.....	9,300 72
National taxes	15,675 40
Total	<u>\$187,032 82</u>
Amount per mile of road of general expenses	831 26
Proportion of general expenses for Ohio, according to miles of road in the State	152,951 84

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$2,512,373 18
----------------------------------	----------------

OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$344,265 04
(B) Motive power and cars.....	605,712 99
(C) Transportation expenses....	340,756 29
(D) General expenses.....	<u>167,032 82</u>
Total operating expenses for the year.....	<u>\$1,477,767 14</u>
Net earnings.....	\$1,034,606 04

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$271,036 75
Tax on same—5 per cent. on same retained and paid Government	(\$13,551 84)
Other items of interest.....	124,899 65

Dividends on common stock, (*rate per cent. 2 and 2½) Amount	610,527 99
Tax on same.....	32,133 05
New equipment	193,634 91
New buildings.....	73,360 57
General construction.....	62,210 13
Machinery, tools, and personal property.....	11,546 35
Increase capital stock, Nov., 1869.....	945,071 25
Mortgage bonds retired by conversion and sinking fund.....	464,500 00
Other indebtedness cancelled.....	73,522 46

Total payments in addition to operating expenses.....	\$2,862,443 11
Total of operating expenses and other payments.....	4,340,210 25

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$4,179,462 50
Total of operating expenses and all other payments	4,340,210 25
Deficit or excess of payments over receipts	\$160,747 75
Assets July 1, 1869.....	\$347,423 18
Assets June 30, 1870.....	186,675 43
Decrease in assets, same as deficit.....	\$160,747 75

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Basis for apportionments, 225 miles for entire line and 184 miles for Ohio.]

Proportion of earnings.....(Amount per mile of road, \$11,166 10) ..	\$2,054,562 40
Proportion of operating expenses.(" " " 6,567 85) ..	1,208,484 40
Proportion of net earnings	846,073 00
Proportion of total receipts.....(" " " 18,575 39) ..	3,417,871 76
Proportion of total payments(" " " 19,289 82) ..	3,549,326 88
Proportion of deficit	131,455 12

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road and on what terms as to rates, use of track machinery, repair of cars, etc.?

Union Express Company, at \$60,000 per annum; we furnishing accommodations on regular passenger trains.

No transportation companies run on this road.

ANIMALS KILLED IN OHIO.

The number and kind of farm animals killed and amount of damages paid therefor.

6 Horses	_____
1 Colt	_____
59 Cows	_____
5 Calves	_____
38 Sheep.....	_____
1 deer	_____
110 Total	\$2,140 00

* Two dividends at 2 per cent., and two dividends at 2½ per cent.

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year :

July 2, 1869. One employe injured (want of caution). Joseph Blackburn, brakeman ; arm injured, coupling cars, Union Depot, Cleveland, Ohio.

July 29, 1869. One employe injured (want of caution). — Stockinger, brakesman ; arm injured, coupling cars, machine shop yard, Cleveland, Ohio.

August 7, 1869. One person killed. Andrew Miller got on train at East Liverpool, Ohio, to see his wife and family ; after the train started he jumped off, fell under train.

August 10, 1869. One person injured. Koserske Gonger ; foot injured by hand-car, near Waynesburg, Ohio.

August 26, 1869. One employe injured (want of caution). L. Ohliger, brakesman ; fell from freight train near Bayard, Ohio ; elbow injured.

October 6, 1869. One employe killed (want of caution). John Elliott, brakesman ; while coupling cars ; Cleveland, Ohio.

November 5, 1869. One employee injured (want of caution). C. C. Rederer, brakeman ; hand injured, coupling cars ; Wellsville, Ohio.

November 6, 1869. One employe injured (want of caution). R. Varner, brakeman, fell from train at Macedonia ; badly bruised.

November 6, 1869. One person injured. — Hackathorn, driving on track near Wellsville, O. ; injured seriously.

November 8, 1869. One employe injured (want of caution). N. Gray, coupling cars at Alliance, O.

December 4, 1869. One employe injured (want of caution). D. Gilmore, conductor, lost arm coupling cars at Newburgh.

January 19, 1870. One person injured. Man, name unknown, struck while walking on track near Summitville, O. ; injuries slight.

January 29, 1870. One Person injured. Lucinda Thornton, knocked off bridge near West Wheeling, O. ; injuries not serious.

February 24, 1870. One employe killed (cause beyond his own control). H. Hunter, brakeman, caught between freight cars at East Liverpool, O.

March 30, 1870. One employe injured (want of caution). B. Eberlein, brakeman, injured coupling cars, at Wellsville, Ohio.

March 30, 1870. One person injured. Mr. Fairbanks, thrown from wagon by passenger engine while attempting to cross track at Newburgh, O. ; hand cut off.

April 18, 1870. One employe injured (want of caution). W. L. Hinman, brakeman, slipped from coal car, Cleveland ; toes amputated.

April 16, 1870. One person killed. Joseph Gornean, in attempting to steal a ride, fell under freight train at Steubenville ; died from the effects of the injuries in a few hours.

April 26, 1870. One employe injured (cause beyond his own control). George Romick, brakeman, while setting brakes, at Steubenville.

May 2, 1870. One person killed. — McClane, a deaf and dumb man, run over and killed by freight train near Hammondsville, O.

May 4, 1870. One employe killed (want of caution). Joseph Brownlee, laborer, fell from gravel train near Bayard, O.

May 27, 1870. One employe killed (want of caution). John Stockinger, conductor of night engine at machine shop yard, Cleveland, O. ; fell from train while in motion.

Total killed—

Employees	4
Others	3
	— 7

Total injured—

Employees	10
Others	5
	— 15

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
J. N. McCullough	Wellsville, Ohio.
G. W. Cass	Pittsburgh, Pa.
J. H. Devereux	Cleveland, Ohio.
C. H. Andrews	Youngstown, Ohio.
Jay Gould	New York, N. Y.
Jas. Fisk, Jr.	" "
Wm. M. Tweed	" "
Peter B. Sweeny	" "
L. D. Rucker	" "
Hugh Smith	" "
Henry Harley	" "
Thomas A. Scott	Philadelphia, Pa.
J. N. McCullough	President, Cleveland, Ohio.
R. F. Smith	Vice President, Cleveland, Ohio.
Geo. A. Ingersoll	Secretary and Ass't Treasurer, Cleveland, Ohio.
Jay Gould	Treasurer, New York.
Isaiah Linton	Engineer, Ravenna, Ohio.
Wm. Stewart	Superintendent, Pittsburgh, Pa.
R. F. Smith	Auditor, Cleveland, Ohio.
F. R. Myers	General Ticket Agent, Pittsburgh, Pa.
Wm. Stewart	General Freight Agent, " "

Communications intended for this Company should be addressed as follows: As above noted.

State of Ohio, County of Cuyahoga, ss.:

R. F. Smith, Vice-President of the Cleveland and Pittsburgh Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed,)

R. F. SMITH,
Vice-President.

Subscribed and sworn to before me, this twentieth day of September, A. D. 1870.

G. F. BINGHAM,
Notary Public.

[SEAL.]

ANNUAL REPORT

OF THE

COLUMBUS AND HOCKING VALLEY RAILROAD COMPANY,

For the year ending June 30, 1870.

[ROAD—ALL IN OHIO—IN PROCESS OF CONSTRUCTION.]

Give names of proposed terminal points, and state the length the road will be when completed:

From Columbus to Athens. Seventy-six miles in length.

Expenditures up to June 30, 1870, as follows:

For grading and masonry		\$650,615 95
For bridges		90,098 50
For superstructures		71,018 20
For iron rails, chairs and spikes		724,036 95
For timber and ties		129,180 40
For right of way (many contracts for right of way also include fencing)..		87,285 53
For fencing		2,003 31
For civil engineering		34,884 60
For passenger and freight stations		13,523 47
For engine and car houses		10,791 20
For machine shops, machinery and fixtures		7,451 60
For other buildings and fixtures (including cattle pens and chutes)		1,683 92
For locomotives and fixtures	\$141,000 00	
For passenger and baggage cars	43,912 99	
For freight and other cars	146,114 01 (equipment)	331,027 00
For interest and discount		7,772 09
For interest and discount on bonds		233,780 66
Other expenditures, including incidental expenses, furniture, stationery, advertising and salaries		48,290 96
Depot, shop and switch grounds		38,867 92
Telegraph lines		3,815 61
Track scales		1,098 42
Preliminary work on branch road proposed to run from Logan to Straits- ville, O.—13 miles		5,403 18
Total		<u>\$2,492,879 47</u>

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (Common)	\$766,573 99
The amount of capital stock unpaid	158,826 01
Total amount of stock	\$925,400 00
Increase of stock since June 30, 1869.....	100,000 00
Amount of stock per mile of road (89 miles, main line and branch)	10,397 75

DEBTS.

The amount of funded debt, giving classes as follows :

1st mortgage bonds.....	\$1,407,500 00
Increase of funded debt since June 30, 1869.....	527,500 00
The amount of floating debt	92,036 88
Increase of floating debt since June 30, 1869.....	37,761 11
Total amount of funded and floating debt.....	\$1,499,536 88
Increase of funded and floating debt since June 30, 1869.....	565,261 11
Amount of debt per mile of road (89 miles, main line and branch)	16,848 73
Total amount of stock and debts.....	2,424,936 88
Total amount of stock and debt per mile	27,246 48

AS TO COST OF ROAD AND EQUIPMENT—(MAIN LINE).

Cost of construction	\$1,665,000 00
Cost of right of way.....	87,285 53
Cost of equipment.....	331,027 00
All other items embraced in cost of road and equipment not embraced in three preceding questions.....	409,566 94
Total cost of entire road and equipment to this date, June 30, 1870.	\$2,492,879 47
Cost of road and equipment per mile (76 miles, main line)	32,801 04

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

Length of single main track laid with iron	76 miles.
Length of branches—naming each branch—stating whether they have single or double track, as follows :	
Straitsville branch—13 miles ; no iron yet laid.	
Aggregate length of sidings and other tracks not above enumerated.....	8 “
Total length of iron embraced in preceding heads	84 miles.

How much of the road in Ohio is ballasted and with what material :

All ballasted with gravel.

How much of the road has been ballasted since June 30, 1869, and with what material :

Twenty-seven miles with gravel.

BRIDGES.

Number of wooden bridges, and aggregate length in feet:

Number	17
Aggregate length	2,926 feet.

Number of wooden trestles, and aggregate length in feet:

Number	35
Aggregate length	4,200 feet.

The greatest age of wooden bridges..... 3 y'rs.

The average age of wooden bridges..... 2 y'rs.

The greatest age of wooden trestles 3 y'rs.

The number and kind of new bridges built during the year ending June 30, 1870, and length in feet, by following table:

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built: date.
Hocking River No. 7..	Howe Truss.....	Wood	215	October, 1869.
" " No. 8..	" "	"	318	June, 1870.
Canell Trestle	Single bent.....	"	1,012	May, 1870.
Salina "	" "	"	160	April, 1870.

ROAD UNFENCED.

The length of road unfenced on either side and the reason therefor:

Forty miles. Not time to complete it.

Length of road fenced during the past year ending June 30, and cost per rod:

About four miles; cost, \$1.90 per rod.

EQUIPMENT.

Number of locomotives	9
Number of passenger cars.....	8
Number of express and baggage cars.....	3
Number of freight ears	214
Number of other cars	4
Total number of persons employed in operating the road in Ohio.....	249

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion..	30
Average rate of same, including stops	20
The highest rate of speed allowed by mail and accommodation trains when in motion	30
Average rate of same, including stops	20
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	10

EARNINGS AND EXPENSES.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.	{ Through . \$4,537 65		
	{ Local 63,411 95	Total,	\$67,949 60
Earnings from transportation of freight....	{ Through . \$2,078 11		
	{ Local 158,586 49	Total,	160,664 60
Earnings from mail			2,772 16
Earnings from express			2,697 11
Earnings from other sources			6,878 37
Total earnings for the year			<u>\$240,961 84</u>

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$240,961 84
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OPERATING EXPENSES.

(A) Maintenance of way and structures	\$40,231 89
(B) Motive power and cars.....	13,686 29
(C) Transportation expenses	46,210 27
(D) General expenses.....	19,561 78
Total operating expenses for the year.....	<u>\$119,690 23</u>
Net earnings	\$121,271 61

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$76,304 26
Tax on same	3,815 21
Other items of interest	6,610 81
Total payments in addition to operating expenses.....	<u>\$86,730 28</u>

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$240,961 84
Total of operating expenses and all other payments	206,420 51
Balance	<u>\$34,541 33</u>

AMOUNTS PER MILE OF ROAD.*

Amount of earnings per mile of road	\$4,016 03
Amount of operating expenses per mile of road	1,994 84
Amount of net earnings per mile of road	2,021 19
Amount of total receipts per mile of road.....	4,016 03
Amount of total payments per mile of road.....	3,440 34
Amount of balance per mile of road.....	575 69

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.

Adams Express Company. No permanent arrangement made.

ANIMALS KILLED.

The number and kind of farm animals killed and amount of damages paid therefor.

3 Calves	
8 Cattle.....	\$135 00
5 Horses	87 50
2 horses	87 50
18 Totals	\$310 00

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
B. E. Smith.....	Columbus, Ohio.
W. G. Deshler.....	" "
Wm. Dennison.....	" "
M. M. Greene	" "
Isaac Eberly.....	" "
Theo. Comstock	" "
C. P. L. Butler.....	" "
John Greenleaf.....	" "
W. B. Brooks.....	" "
John D. Martin	Lancaster, "
C. H. Rippey.....	Logan, "
L. W. Pickering.....	Athens, "
One vacancy.	
B. E. Smith.....	President.
M. M. Greene.....	Vice President.
J. J. Janney.....	Secretary and Treasurer.
H. William Jaeger.....	Engineer.
John W. Doherty	Superintendent.
E. A. Buell.....	Auditor, Gen. Ticket Agt. & Gen. Ft. Agt.

Communications intended for this Company should be addressed as follows:

M. M. Greene, Vice Pres. C. & H. V. R. R., Columbus, Ohio.

* This road having been under process of construction during the year, and the length operated varying from 50 miles to the total length of the road, it is fair to average the length in operation during the year at sixty miles, and apportionments have been made on that basis.

State of Ohio, County of Franklin, ss.

M. M. Greene, Vice President of the Columbus and Hocking Valley Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June A. D. 1870, according to the best of his knowledge and belief.

(Signed,)

M. M. GREENE,
Vice President.

Subscribed and sworn to, before me, this thirteenth day of September, A. D. 1870.

GEO. B. WRIGHT,
Commissioner.

ANNUAL REPORT

OF THE

DAYTON AND UNION RAILROAD COMPANY,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBT.

CAPITAL STOCK.

The amount of capital stock paid in—	{ Common	\$60,700 00
	{ Preferred	21,650 00
The amount of capital stock unpaid.....		14,700 00
Total amount of stock.....		<u>\$97,050 00</u>
Amount of stock per mile of road (31 8-10 miles)		3,051 89

DEBTS.

The amount of funded debt, (giving classes,) as follows:		
First mortgage bonds.....		\$140,000 00
Second mortgage bonds		135,000 00
Income bonds		252,444 88
Total amount of funded debt.....		<u>\$527,444 88</u>
The amount of floating debt		8,191 53
Decrease of floating debt since June 30, 1869		183 87
Total amount of funded and floating debts		<u>\$535,636 41</u>
Amount of debt per mile of road		16,843 91
Total amount of stock and debt		632,686 41
Total amount of stock and debt per mile (31 8-10 miles)		<u>19,895 80</u>

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction, right of way and equipment—capitalized.....	\$527,444 88
All other items embraced in cost of road and equipment not embraced in preceding questions.....	<u>73,301 16</u>
Total cost of entire road and equipment to this date, June 30, 1870..	<u>\$600,746 04</u>
Cost of road and equipment per mile (31 8-10 miles).....	18,891 38

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of single main track laid with iron.....	*31 80-100 miles.
Aggregate length of sidings and other tracks not above enumerated....	2 85-100 "
Total length of iron embraced in preceding heads.....	34 65-100 miles.
How much of the road is ballasted, and with what material?	
Greater portion of road ballasted with gravel.	
How much of the road has been ballasted since June 30, 1869, and with what material?	
Five miles, with gravel.	

BRIDGES.

Number of wooden bridges, and aggregate length in feet:	
Number.....	1
Aggregate length.....	142 feet.
Number of wooden trestles, and aggregate length in feet:	
Number.....	60
Aggregate length.....	1,290 feet.
The greatest age of wooden bridges.....	7 yrs.
The average age of wooden bridges.....	4 yrs.
The greatest age of wooden trestles (average).....	3 yrs.

ROAD UNFENCED.

The length of road unfenced on either side, and the reason therefor:

Six miles. Are fencing as fast as required by land-owners, and our financial condition will admit.

Length of road fenced during the past year (ending June 30,) and cost per rod:

Nearly five miles. Reference made to report of 1869.

EQUIPMENT.

Number of locomotives.....	4
Number of passenger cars.....	4
Number of express and baggage cars.....	3
Number of freight cars.....	65
Number of other cars.....	6
Total number of persons employed in operating the road.....	73

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion...	25
Average rate of same, including stops.....	20
The highest rate of speed allowed by mail and accommodation trains when in motion.....	20
Average rate of same, including stops.....	18
The highest rate of speed allowed by freight trains when in motion.....	12
Average rate of same, including stops.....	12

* In addition to its own road proper, this Company uses the track of the Dayton and Western Rail road, from Dodson to Dayton, 15 miles.

RATES FOR TRANSPORTATION.

PASSENGERS.

Rate of fare for passengers, charged for the respective classes per mile :

	First class.
Highest rate per mile for the shortest distance passengers are carried....	10 cents.
Highest rate per mile for distances more than 5 and less than 15 miles....	5 "
Highest rate per mile for distances more than 15 and less than 30 miles...	4 "
Highest rate per mile for distances more than 30 and less than 50 miles...	3½ "
Highest rate per mile for the whole length of your main road.....	3½ "
Highest rate per mile for through passengers, that is, those passing from and over your line to points on the lines of other companies or points beyond the State	3½ "
No other classes.	

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	28 4-7	25 5-7	22 6-7	17 1-7	14 2-7
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	28½	20	16	10	10
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	17½	15	11¼	10	8½
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	13½	11½	10½	6¼	4 11-16
Highest rate per ton per mile for the whole length of your main road.....	9 3-5	8	6 2-5	4 4-5	3 3-5
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	9 3-5	8	6 2-5	4 4-5	3 3-5

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year..... 2 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	38,000
The number of miles run by locomotives hauling mixed trains	45,000
The number of miles run by locomotives hauling construction and other trains not named above.....	5,000
Total mileage of locomotives.....	88,000

CARS.

The number of miles run by passenger cars	62,400
The number of miles run by express and baggage cars	62,400
The number of miles run by freight cars	325,324
The number of miles run by cars in construction and other trains not named above	6,000
Total mileage of cars	\$456,124

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars	62,499
Total miles traveled by passengers, or number of passengers carried one mile	1,651,103
Average number of miles traveled by each passenger carried	26 40-100
Average amount received from each passenger carried	80 cents.
Average amount <i>per mile</i> received from each passenger carried	3 25-1000 "

FREIGHT.

The number of tons of through freight carried	52,497
The number of tons of local freight carried	26,479
Total number of tons, through and local, carried	78,976
Total number of tons of freight carried one mile	3,251,195
Average amount received for each ton of freight carried	86 348-1000 c.
Average amount <i>per mile</i> received for each ton of freight carried	1 845-1000 c.

MISCELLANEOUS.

Total number of cords of wood consumed during the year	4,554
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EARNINGS, EXPENSES, ETC.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers	{ Through. \$7,107 22	
	{ Local.... 41,317 50	Total. \$48,424 72
Earnings from transportation of freight		68,193 67
Earnings from mail		3,600 00
Earnings from express		1,475 45
Earnings from other sources		2,623 91
Total earnings for the year		\$124,326 75

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY STRUCTURES.

Bridges—repairs of	\$519 71
Buildings—repairs of	467 34
Cars, road and hand—used in maintenance of way	205 74
Chairs, spikes, bolts and splices	1,578 63
Cross-ties	2,137 56

Incidentals.....	\$427 46
Iron rails—new.....	1,781 67
Machinery and tools—repairs of.....	130 77
Road-bed and road-way—repairs of.....	1,585 59
Superintendence and supervisors.....	916 25
Track—repairs of.....	8,063 12
Watchmen—track and bridge.....	360 00
Water, wood and coal stations—repairs of.....	191 17
Total.....	<u>\$18,365 01</u>
Expenses per mile of road for maintenance of way and structures during the year (46 8-10 miles).....	392 41

TABLE B.—MOTIVE POWER AND CARS.

Engineers fireman and wipers.....	\$6,059 22
Freight car repairs.....	9,606 38
Fuel for engine houses and shops.....	1,078 75
Incidentals.....	1,019 59
Locomotive repairs.....	9,321 58
Oil, tallow and waste.....	684 16
Passenger and baggage car repairs.....	3,233 63
Rents of locomotives.....	430 00
Tools and repairs of tools.....	359 89
Water, wood and coal stations—expenses of.....	3,023 35
Wood.....	9,779 90
Total.....	<u>\$44,596 45</u>
Expense per mile of road for motive power and cars (46 8-10 miles).....	952 92

TABLE C.—TRANSPORTATION EXPENSES.

Books, printing and stationery.....	\$254 93
Car cleaning and inspecting.....	540 00
Cattle killed.....	645 00
Clerks.....	300 00
Freight lost and damaged.....	132 71
Freight and passenger expense.....	265 24
Incidentals.....	1,279 08
Mail expense.....	220 00
Oil, tallow and waste.....	460 23
Rents.....	3,660 00
Station service.....	6,149 84
Telegraph expenses.....	450 00
Train service.....	4,973 25
Total.....	<u>\$19,330 28</u>
Amount per mile of road of transportation expenses (46 8-10 miles).....	413 04

TABLE D.—GENERAL EXPENSES.

Advertising	\$68 40
General office expenses.....	505 11
Insurance	680 20
Legal department, attorneys' fees, etc	468 00
Office expenses.....	448 74
Printing and stationery	256 90
Rent of tracks.....	10,600 00
Revenue and postage stamps.....	121 18
Salaries of general officers.....	6,325 00
Taxes, State and National:	
State taxes	3,118 16
National taxes	3,080 25
Fencing	1,340 21
Total.....	<u>\$26,964 15</u>
Amount per mile of road of general expenses (46 8-10 miles).....	576 15

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$124,326 75
-----------------------------------	--------------

OPERATING EXPENSES.

(A) Maintenance of way and structures	\$18,365 01
(B) Motive power and cars.....	44,596 45
(C) Transportation expenses	19,330 28
(D) General expenses.....	26,964 15
Total operating expenses for the year.....	<u>\$109,255 89</u>
Net earnings	\$ 15,070 86

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD (46 8-10 MILES).

Amount of earnings per mile of road.....	\$2,656 56
Amount of operating expenses per mile of road.....	2,334 52
Amount of net earnings per mile of road	322 03

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

United States Express Company, at 25 cents per 100 pounds on all freight.

No transportation companies run on this road.

ACCIDENTS.

No accident has happened to passenger or employe during the past year.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
H. C. Stimson	62 Broadway, New York.
James McDaniel	Dayton, Ohio.
J. H. Achey	" "
G. W. Rogers	" "
W. L. Darrow	" "
S. R. Stimson	" "
J. R. Knox	Greenville, Ohio.
D. Studabaker	" "
J. P. Gray	Union City, Indiana.
H. C. Stimson	President.
Jas. McDaniel	Vice-President.
J. R. Knox	Secretary.
J. H. Achey	Treasurer.
S. R. Stimson	Superintendent.
Wm. Bomberger	Auditor and General Ticket Agent.
J. F. Tower	General Freight Agent.

Communications intended for this company should be addressed as follows:

S. R. Stimson, General Superintendent, Dayton, Ohio.

State of Ohio, County of Montgomery, ss.:

S. R. Stimson, Superintendent of the Dayton and Union Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

S. R. STIMSON,
Supt. D. and U. R. R.

Subscribed and sworn to, before me, this fifth day of September, A. D. 1870.

W. H. BELVILLE,
Notary Public.

[SEAL.]

ANNUAL REPORT

OF THE

IRON RAILROAD COMPANY,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in.....	\$129,350 00
Decrease of stock since June 30, 1869.....	4,650 00
Amount of stock per mile of road (13 miles).....	9,950 00

DEBTS.

The amount of funded debt, (giving classes,) as follows:	
First mortgage bonds.....	\$32,000 00
Decrease of funded debt since June 30, 1869.....	3,000 00
The amount of floating debt.....	19,347 82
Increase of floating debt since June 30, 1869.....	3,589 82
Total amount of funded and floating debts.....	51,347 82
Increase of funded and floating debt since June 30, 1869.....	589 82
Amount of debt per mile of road (13 miles).....	3,949 83
Total amount of stock and debt.....	180,697 82
Total amount of stock and debt per mile (13 miles).....	13,899 83

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction.....	\$272,667 83
Cost of right of way.....	3,000 00
Cost of equipment.....	57,075 00
Total cost of entire road and equipment to this date, June 30, 1870..	\$332,742 83
Cost of road and equipment per mile (13 miles).....	25,595 60

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of single main track laid with iron.....	13 miles.
Aggregate length of sidings and other tracks not above enumerated.....	1 mile.
Total length of iron embraced in preceding heads.....	14 miles.

How much of the road is ballasted and with what material?

All; with ashes and cinder.

BRIDGES.

Number of wooden bridges, and aggregate length in feet :

Number	17	
Aggregate length	528	ft.

Number of iron bridges, and aggregate length in feet :

Number	1	
Aggregate length	94	ft.
The greatest age of wooden bridges	11	years.
The average age of wooden bridges	8	"

The number and kind of new bridges built during the year, (ending June 30, 1870) and length in feet :

Commenced renewing wooden bridges July 2d, 1870; will renew all during the coming year :

ROAD UNFENCED.

The length of road unfenced on either side and the reason therefor.

Answer in report of 1868.

EQUIPMENT.

Number of locomotives	3
Number of passenger cars	3
Number of freight cars, 8 wheels	30
Number of other cars, 4 wheels	107
Total number of persons employed in operating the road	50

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion ..	15
Average rate of same, including stops	12
The highest rate of speed allowed by freight trains when in motion	12
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried.	5	4	2½
Highest rate per mile for distances more than 5 and less than 15 miles	4	3½	2

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.....	40	30	20	16	15
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	25	20	15	13	7

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year (2,000 tons)..... $\frac{1}{2}$ mile.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling freight trains	8,500
The number of miles run by locomotives hauling mixed trains.....	15,500
The number of miles run by locomotives hauling construction and other trains not named above.....	1,000
Total mileage of locomotives.....	25,000

CARS.

The number of miles run by passenger cars.....	15,500
The number of miles run by freight cars.....	15,500
The number of miles run by cars in construction and other trains not named above	1,000
Total mileage of cars.....	32,000

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number of passengers, of all classes, carried in cars.....	34,058
Total miles traveled by passengers, or number of passengers carried one mile	279,476
Average number of miles traveled by each passenger carried	8 $\frac{1}{2}$
Average amount received from each passenger carried.....	31 $\frac{1}{2}$ cents.
Average amount <i>per mile</i> received from each passenger carried.....	3 $\frac{3}{4}$ cents.

FREIGHT.

The number of tons of through and local freight carried.....	93,858
Average amount received for each ton of freight carried.....	74 2-10 cts.

MISCELLANEOUS.

Total number of tons of coal consumed during the year.....	944
--	-----

EARNINGS, RECEIPTS, EXPENSES, Etc.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.	{ Through. \$3,427 50		
	{ Local.... 7,211 32	Total.	\$10,636 82
Earnings from transportation of freight....	{ Through. \$32,127 37		
	{ Local.... 37,497 75	Total.	69,625 12
<hr/>			
Total earnings for the year.....			\$80,263 94
Receipts from sources other than earnings			5,284 19
<hr/>			
Total receipts during the year.....			\$85,548 13

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Ballast.....	\$ 300 00
Bridges—repairs of	2,764 26
Buildings—repairs of	795 79
Cars, road and hand—used in maintenance of way.....	5,793 00
Cattle guards	1,687 23
Chairs, spikes, bolts and splices.....	500 00
Crossings (public road) and signs.....	2,108 50
Frogs	100 00
Iron rails—new.....	10,405 70
Machinery and tools—repairs of	300 00
Road-bed and road-way—repairs of.....	11,718 28
Superintendence and supervisors	900 00
Watchmen—track and bridge	480 00
Water, wood and coal stations—repairs of	20 00
<hr/>	
Total	\$37,872 76
Expenses per mile of road for maintenance of way and structures during the year (13 miles).....	\$2,913 29

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$1,180 00
Engineers and firemen	2,900 00
Oil, tallow and waste	1,117 24
Watchmen	1,450 00
Wipers.....	450 00
<hr/>	
Total.....	\$7,097 74
Expense per mile of road for motive power and cars (13 miles).....	545 98

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies	\$100 00
Cattle killed	15 00
Freight lost and damaged.....	40 00
Train service.....	4,436 03
Train supplies.....	500 00
Total	<u>\$5,091 03</u>
Amount per mile of road of transportation expenses (13 miles).....	391 62

TABLE D.—GENERAL EXPENSES.

Clerks	1,500 00
General office expenses.....	600 00
Incidentals.....	450 79
Insurance	125 00
Legal department, attorneys' fees, etc.,.....	396 17
Office expenses	725 80
Salaries of general officers	5,025 00
Taxes, State and National:	
State taxes.....	1,598 98
National taxes.....	755 13
Total	<u>\$11,176 87</u>
Amount per mile of road of general expenses (13 miles).....	859 75

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$80,263 94
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$37,872 76
(B) Motive power and cars.....	7,097 74
(C) Transportation expenses.....	5,091 03
(D) General expenses.....	11,176 87
Total operating expenses for the year.....	<u>\$61,238 40</u>
Net earnings.....	\$19,025 54

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$2,345 00
Other items of interest.....	935 40
Dividends on common stock (rate per cent. 7) Amount	10,075 00
Purchase of real estate.....	1,400 00
Bonds redeemed.....	3,000 00
Total payments in addition to operating expenses	<u>\$17,755 40</u>
Total of operating expenses and other payments	78,993 80

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$85,548 13
Total of operating expenses and all other payments.....	78,993 80
Balance	\$6,554 33

AMOUNTS PER MILE OF ROAD.

Amount of earnings per mile.....	\$6,174 15
Amount of operating expenses per mile.....	4,710 64
Proportion of net earnings per mile.....	1,463 50
Proportion of total receipts per mile.....	6,580 62
Proportion of total payments per mile.....	6,076 44
Proportion of balance per mile.....	504 17

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor :

July 26, 1869. Crippled hind legs of a cow.....	_____
1 July 31, 1869. Killed one cow.....	_____
1 September 21, 1869. Killed one blind horse.....	_____
1 February 9, 1870. Killed one cow.....	\$10 00
1 April 11, 1870. Killed one hog; crippled another.....	_____
1 June 18, 1870. Killed one heifer.....	5 00
5 Totals	\$15 00

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year :

September 16, 1869. Three passengers and three employes injured (cause beyond their own control). Peter Nelson, arm broken, two other passengers slightly injured, by extra train running off track. Sands Brammer, fireman, R. Blackwell, brakeman, and Michael Loder, repair hand, all injured by same accident.

December 31, 1869. One passenger injured (want of caution). Charles Barnheart, injured his right hand, making amputation necessary; fell under the wheels of train; was intoxicated at the time; is now well.

March 23, 1870. One passenger injured (want of caution). John Lam, jumped off train, while in motion, near Townhouse, Elizabeth towship; injured his head and arm; not serious.

Total injured :

Passengers	5
Employes	3
	8

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.

POST-OFFICE ADDRESS.

Cyrus Ellison.....	Ironton, Ohio.
John Ellison.....	"
John Peters.....	"

John Campbell.....	Ironton, Ohio.
Hiram Campbell.....	"
Wm. D. Kelley.....	"
Samuel W. Dempsey.....	"
Cyrus Ellison.....	President and General Superintendent.
Samuel Richards.....	Secretary, Auditor and General Ticket and Freight Agent.
George Willard.....	Treasurer.
James R. Martin.....	Superintendent.

Communications intended for this Company should be addressed as follows :

Cyrus Ellison, President and General Superintendent, Iron Railroad Co., Ironton, Ohio.

State of Ohio, County of Lawrence, ss. :

Cyrus Ellison, President and General Superintendent of the Iron Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition of affairs of said company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

CYRUS ELLISON,
President Iron Railroad.

Subscribed and sworn to before me, this twenty-ninth day of August, A. D. 1870.

[SEAL.]

WM. BETTS,
Notary Public Lawrence county, Ohio.

ANNUAL REPORT

OF THE

JUNCTION (CINCINNATI AND INDIANAPOLIS) R. R. CO.,

For the year ending June 30, 1870.

The Fort Wayne, Muncie and Cincinnati R. R., from Connersville, Ind., to Fort Wayne, Ind., is leased to the Junction R. R. Co., under contract to build and operate it, and the indebtedness of the Junction R. R. Co. includes everything pertaining to the Fort Wayne Railroad.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in...	{ Common	\$1,749,200 00
	{ Preferred.....	1,278,250 00
The amount of capital stock unpaid.....		104,785 00
Total amount of stock.....		\$3,132,235 00
Increase of stock since June 30, 1869		1,275,735 00
Amount of stock per mile of road (100 miles main line).....		31,322 35
Proportion of stock for Ohio, according to miles of road in the State (20 miles).....		626,447 00

DEBTS.

The amount of funded debt, (giving classes,) as follows:

First mortgage bonds (due January 1, 1885).....	\$1,200,000 00
Second mortgage bonds (due March 1, 1892).....	798,000 00
Income bonds.....	35,000 00
First mortgage bonds C. and N. Junction R. R.....	3,000 00
Old first mortgage bonds, C. and I. J. R. R.....	3,000 00
Real estate bonds.....	13,000 00
Total amount of funded debt.....	\$2,052,000 00
Decrease of funded debt since June 30, 1869.....	1,259,250 00
The amount of floating debt, (the greater part of this is for construction of Ft. W., M. and C. R. R.).....	1,042,798 41
Increase of floating debt since June 30, 1869.....	266,400 20
Total amount of funded and floating debts.....	\$3,094,798 41

Decrease of funded and floating debt since June 30, 1869.....	992,849 80
Amount of debt per mile of road (100 miles main line).....	30,947 98
Proportion of debt for Ohio, according to miles of road in the State (20 miles).....	618,959 60
Total amount of stock and debt ...	6,227,033 41
Total amount of stock and debt per mile (100 miles main line).....	62,270 33
Total amount of stock and debt for Ohio (20 miles).....	1,245,406 60

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction	\$4,127,015 03
Cost of right of way.....	48,161 15
Cost of equipment	489,672 02
All other items embraced in cost of road and equipment not embraced in three preceding questions.....	1,522,796 42
Total cost of entire road and equipment to this date, June 30, 1870.....	6,187,644 62
Cost of road and equipment per mile (166 miles).....	37,274 97
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (20 miles).....	745,499 40

AS TO CHARACTERISTICS OF THE ROAD, ETC.

ENTIRE LINE.

Total length of *entire* line and branches :

Main Line	93 miles.
Branches (leased).....	68 miles.
	<hr/> 166 miles.

IN OHIO.

Length of single main track laid with iron.....	20 miles.
Aggregate length of sidings and other tracks not above enumerated.....	1 $\frac{1}{4}$ miles.

Total length of iron embraced in preceding heads..... 21 $\frac{1}{4}$ miles.

How much of the road in Ohio is ballasted, and with what material :

Nearly all ballasted with gravel.

BRIDGES—(IN OHIO.)

Number of wooden bridges, and aggregate length in feet :

Number	3
Aggregate length	1702 ft.

Number of stone bridges, and aggregate length in feet :

Number (viaduct).....	1
Aggregate length.....	700 ft.

Number of wooden trestles, and aggregate length in feet :

Number.....	2
Aggregate length.....	100 ft.

The greatest age of wooden bridges (repaired)..... 15 yrs.

The average age of wooden bridges (repaired)..... 7 yrs.

The greatest age of wooden trestles (repaired)..... 12 yrs.

ROAD UNFENCED—(IN OHIO).

The length of road unfenced on either side, and the reason therefor :

About half the road in Ohio is unfenced.

Length of road fenced during the past year (ending June 30,) and cost per rod :
About half a mile.

EQUIPMENT.

Number of locomotives	15
Number of passenger cars.....	12
Number of express and baggage cars.....	6
Number of freight cars	234
Number of other cars	30
Total number of persons employed in operating the road in Ohio.....	67

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.....	35
Average rate of same, including stops.....	20
The highest rate of speed allowed by mail and accommodation trains when in motion.....	25
Average rate of same, including stops	18
The highest rate of speed allowed by freight trains when in motion.....	15
Average rate of same, including stops	8

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile.

Highest rate per mile for the shortest distance passengers are carried—first class 5 cents.
Highest rate per mile for distances more than 5 and less than 15 miles—first class 4½ “
Highest rate per mile for distances more than 15 and less than 30 miles—first class 4 “
Highest rate per mile for distances more than 30 and less than 50 miles—first class 4 “
Highest rate per mile for distances more than 50 and less than 100 miles—first class 4 “
Highest rate per mile for the whole length of your main road in Ohio—first class 4¾ “
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State 3¾ “

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First Class.	Sec'nd Class.	Third Class.	Fourth Class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.....	28½	25½	20	17
Highest rate per ton per mile for distances of more than 5 and less than 15 miles—average 10.....	24	20	16	12
Highest rate per ton per mile for distances of more than 15 and less than 30 miles—average 26.....	13	11	9	7
Highest rate per ton per mile for distances of more than 30 and less than 50 miles—average 40.....	11	10	8	6½
Highest rate per ton per mile for distances of more than 50 and less than 100 miles—75 miles.....	8	6¾	5½	4½
Highest rate per ton per mile for the whole length of your main road in Ohio 20 miles.....	15	12	10	8
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State.....	8	6	4	3

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains in Ohio..	12,480
“ “ “ “ freight “ “ ..	7,240
“ “ “ “ mixed “ “ ..	780
The number of miles run by locomotives hauling construction and other trains not named above, in Ohio.....	370
Total mileage of locomotives in Ohio.....	20,870

CARS.

The number of miles run by passenger cars in Ohio.....	52,080
“ “ express and baggage cars. in Ohio.....	25,040
“ “ freight cars in Ohio.....	165,446
“ “ caboose cars in Ohio	16,110
The number of miles run by cars in construction and other trains not named above, in Ohio.....	258,676
Total mileage of cars in Ohio	517,352

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	118,420
Total miles traveled by passengers, or number of passengers carried one mile	2,943,090
Average number of miles traveled by each passenger carried	24 85-100
Average amount received from each passenger carried.....	97 $\frac{3}{4}$ cents.
Average amount <i>per mile</i> received from each passenger carried.....	3 94-100 cents.

FREIGHT.

The number of tons of through freight carried.....	55,531
The number of tons of local freight carried.....	38,488
Total number of tons, through and local, carried.....	94,019
Total number of tons of freight carried one mile—estimated	2,820,570
Average amount received for each ton of freight carried.....	\$1 65 $\frac{1}{2}$
Average amount <i>per mile</i> received for each ton of freight carried—estimated	4 $\frac{1}{2}$ cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	1,800
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EARNINGS, RECEIPTS AND EXPENSES.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.	{ Through \$27,414 30		
	{ Local .. 90,435 93	Total.	\$117,850 23
Earnings from transportation of freight....	{ Through 46,587 13		
	{ Local .. 88,114 64	Total.	134,701 77

Earnings from mail.....	\$4,809 49
Earnings from express.....	3,367 48
Earnings from other sources.....	547 78
Total earnings for the year.....	\$261,276 75
Receipts from sources other than earnings.....	11,727 92
Total receipts during the year.....	\$273,004 67

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of.....	\$6,177 38
Buildings—repairs of.....	368 69
Cars, road and hand—used in maintenance of way.....	461 58
Cattle-guards.....	231 73
Fences and gates—repairs of.....	293 00
Machinery and tools—repairs of.....	190 91
Road-bed and road-way—repairs of.....	56,267 12
Stations—repairs of.....	711 88
Telegraph—repairs of.....	333 21
Track—repairs of.....	287 21
Water, wood and coal stations—repairs of.....	740 49
Total.....	\$66,063 20
Expenses per mile of road for maintenance of way and structures during the year.....	660 63
Proportion of expenses for Ohio, according to miles of road in the State..	13,212 60

TABLE B.—MOTIVE POWER AND CARS.

Freight car repairs.....	\$15,542 86
Locomotive repairs.....	14,852 29
Passenger and baggage car repairs.....	9,754 66
Watchmen.....	808 47
Water, wood and coal stations—expenses of.....	6,621 89
Wood.....	16,301 74
Total.....	\$63,881 91
Amount per mile of road for motive power and cars.....	638 82
Proportion of expense for Ohio according to miles of road in the State....	12,776 40

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies.....	549 00
Damages to property along the line.....	2,141 32
Foreign agents.....	4,260 41
Freight lost and damaged.....	421 77
Freight and passenger expense.....	13,282 20
Overcharges on freight.....	980 44
Personal injuries.....	2,938 13

Station service.....	10,856 54
Telegraph expenses.....	3,626 05
Train service.....	38,490 93
Total	<u>\$77,546 79</u>
Amount per mile of road of transportation expenses.....	775 47
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	15,509 40

TABLE D.—GENERAL EXPENSES.

General office expenses (includes salaries of officers, etc)	\$13,553 69
Legal department, attorneys' fees, etc	727 25
Taxes—State and National:	
State taxes... { Ohio.....	\$2,761 03
Indiana.....	5,754 79
National taxes.....	4,275 52
Total.....	<u>\$27,072 28</u>
Amount per mile of road of general expenses.....	270 72
Proportion of general expenses for Ohio, according to miles of road in the State	5,414 40

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$261,276 75
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$66,063 20
(B) Motive power and cars.....	63,881 91
(C) Transportation expenses	77,546 79
(D) General expenses	27,072 28
Total operating expenses for the year.....	<u>\$234,564 18</u>
Net earnings	26,712 57

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds—1st mortgage C. & I. J.....	\$25,469 40
Interest on real estate bonds	150 00
General construction.....	<u>72,475 52</u>
Total payments in addition to operating expenses	98,094 92
Total of operating expenses and other payments..	<u>\$332,659 10</u>

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$273,004 67
Total of operating expenses and all other payments	332,659 10
Deficit or excess of payments over receipts	<u>59,654 43</u>

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 100 miles for entire line, and 20 miles for Ohio.]

Proportion of earnings.....	(amount per mile of road, \$2,612 77) ..	\$52,255 20
Proportion of operating expenses..	(" " " 2,345 64) ..	46,912 80
Proportion of net earnings	(" " " 267 12) ..	5,342 40
Proportion of total receipts.....	(" " " 2,730 04) ..	54,600 80
Proportion of total payments.....	(" " " 3,326 59) ..	66,531 80
Proportion of deficit.....	(" " " 596 54) ..	11,930 00

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc. ?

United States Express Company—Guarantees us 4,000 pounds per day at 35 cents per 100 pounds—\$14 per day. All excess over 4,000 pounds, to be paid for at 35 cents per 100 pounds for through, 25 cents per 100 pounds for local, without regard to distance

ANIMALS KILLED.—IN OHIO.

Number and kind of farm animals killed and amount of damages paid therefor :

8 Cows	_____
1 Horse	\$60 00
10 Hogs.....	_____
19 Total.....	\$60 00

ACCIDENTS.—(IN OHIO.)

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year.

November 2, 1869. One employe injured (want of caution). H. Higgins, brakeman, arm crushed in coupling cars ; at Oxford, Ohio.

December 1, 1869. One person injured. Wm. Howe, age 7 years ; jumped on rear end of freight train while backing up at College Corner, Ohio, and fell under train.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
L. Worthington	Cincinnati, Ohio.
J. W. Donahue.....	" "
W. H. Chatfield	" "
C. J. Acton.....	" "
Wm. Beckett	Hamilton, "
J. M. Ridenour.....	Indianapolis, Ind.
D. T. Haines	Muncie, Ind.
L. Worthington	President, Cincinnati, Ohio.
W. W. Worthington.....	Secretary and Treasurer. Cincinnati, Ohio.
A. H. Campbell.....	Engineer, Liberty, Ind.
J. H. Sheldon	Superintendent, Cincinnati, Ohio.
A. Humphreys	Auditor to June 1, 1870.
Jas. A. Semple	Gen. Ticket Agt. and Gen. Fr't Agt., Indianapolis.

Communications intended for this Company should be addressed as follows :

J. H. Sheldon, Gen'l Superintendent C. & I. J. R. R. Co., Cincinnati, Ohio.

State of Ohio, County of Hamilton, ss. :

J. H. Sheldon, Superintendent of the Junction Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D., 1870, according to the best of his knowledge and belief.

(Signed)

J. H. SHELDON,
Superintendent.

Subscribed and sworn to, before me, this ninth day of November, A. D., 1870.

B. D. STEVENSON,
Notary Public.

[SEAL.]

ANNUAL REPORT

OF THE

LAKE ERIE AND LOUISVILLE RAILROAD COMPANY.

For the year ending June 30, 1870.

The road of this company is still under process of construction, the design of the company being to extend it to Union City, on the State line between Ohio and Indiana; and thence to Rushville, Indiana,* making the length, when completed, 175 miles. One hundred and twenty-two miles of the road is now graded, thirty-seven miles of which is ironed. That part ironed, as well as thirty-seven miles additional graded road-bed, is in Ohio. The remaining forty-eight miles graded is in the State of Indiana.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in—common.....	\$1,212,500 00
Amount of stock per mile of road (graded, 74 miles).....	10,000 00
Proportion of stock for Ohio	740,000 00

DEBTS.

The amount of funded debt (giving classes), as follows:

First mortgage bonds.....	\$500,000 00
Decrease of floating debt since June 30, 1869.....	4,000 00
Amount of debt per mile of road (on 37 miles ironed)	13,621 00
Proportion of debt for Ohio	500,000 00

Total amount of stock and debt.....	\$1,712,500 00
Total amount of stock and debt per mile (for graded road).....	23,621 00
Total amount of stock and debt for Ohio.....	1,240,000 00

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction and right of way.....	\$1,712,500 00
Cost of equipment.....	31,910 00
Total cost of entire road and equipment to this date, June 30, 1870.	\$1,744,410 00
Cost of road and equipment per mile.....	23,621 00

* Twenty miles of the road of this company has recently been constructed, in Indiana, by the Columbus and Indianapolis Central Railway Company and the Madison and Indianapolis Railroad Company, and is operated by those companies under lease. For further particulars in this connection, see page 585-6 of vol. 1 of this report.

Proportion of cost of road and equipment for Ohio :

37 miles ironed and equipment.....	\$905,910 00	
37 miles not ironed but graded.....	370,000 00	
		<hr/> \$1,275,910 00

AS TO CHARACTERISTICS OF THE ROAD, ETC.

ENTIRE LINE.

Total length of entire line and branches :

Main line—proposed length.....	175 miles.
Length of single main track laid with iron	37 “
Aggregate length of sidings and other tracks not above enumerated.....	3 “
Total length of iron embraced in preceding heads.....	<hr/> 40 “
How much of the road in Ohio is ballasted and with what material?	
Two miles with gravel.	

BRIDGES—(IN OHIO.)

Number of wooden bridges, and aggregate length in feet :

Number.....	1	Aggregate length	150 feet.
Number of wooden trestles and aggregate length in feet :			
Number.....	2	Aggregate length	90 feet.
The greatest age of wooden bridges			4 years
The greatest age of wooden trestles.....			5 years

ROAD UNFENCED—(IN OHIO.)

The length of road unfenced on either side and the reason therefor.
Six miles, each side.

EQUIPMENT.

Number locomotives.....	2
Number of passenger cars	2
Number of express and baggage cars.....	1
Number of freight cars	29
Number of other cars	6
Total number of persons employed in operating the road in Ohio	46

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.....	20
Average rate of same, including stops	18
The highest rate of speed allowed by freight trains when in motion.....	18
Average rate of same, including stops	15

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers charged for the respective classes per mile.

Highest rate per mile for the shortest distance passengers are carried—1st class.	6 cents.
“ “ distances more than 5 and less than 15 miles—	“ .. 6 cents.
“ “ “ 15 and less than 30 miles—	“ .. 4 cents.
“ “ the whole length of your main road in Ohio..	“ .. 4 cents.

FREIGHT.

The rate per mile per ton for the various classes of freight—through and local.

	First Class.	Second Class.	Third Class.	Fourth Class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	50	40	30	20
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	40	30	20	10
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	14½	13	10½	7 1-5
Highest rate per ton per mile for the whole length of your main road in Ohio	9 1-5	8	6 14-15	4 4-5

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year..... 100 rods.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	24,000
The number of miles run by locomotives hauling mixed trains.....	24,000
The number of miles run by locomotives hauling trains not named above.....	1,561
Total mileage of locomotives.....	49,561

CARS.

The number of miles run by passenger cars.....	50,000
The number of miles run by express and baggage cars.....	50,000
The number of miles run by freight cars	240,000
The number of miles run by cars in construction and other trains not named above	3,532
Total mileage of cars.....	343,532

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	29,304
Total miles traveled by passengers, or number of passengers carried one mile.....	704,673
Average number of miles traveled by each passenger carried.....	24½
Average amount received from each passenger carried.....	80½ cents.
Average amount <i>per mile</i> received from each passenger carried.....	3 cents.

FREIGHT.

Total number of tons of local carried.....	24,059
Total number of tons of freight carried one mile.....	728,407
Average amount received for each ton of freight carried.....	\$1 36
Average amount <i>per mile</i> received for each ton of freight carried.....	4½ cents.

EARNINGS, RECEIPTS, EXPENSES, Etc.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$23,840 20
Earnings from transportation of freight	32,778 35
Earnings from mail	1,480 00
Earnings from express.....	1,317 23
Earnings from other sources	1,087 22
Total earnings for the year.....	<u>\$60,503 00</u>
Receipts from sources other than earnings	183 31
Total receipts during the year.....	<u>\$60,686 31</u>

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$74 30
Chairs, spikes, bolts and splices.....	190 50
Cross-ties	4,205 16
Iron rails—new	1,843 71
Road-bed and road-way—repairs of.....	512 13
Stations—repairs of	284 62
Track—repairs of.....	9,303 69
Track—repairs of track used jointly with other companies.....	131 77
Total.....	<u>\$16,545 88</u>
Expenses per mile of road for maintenance of way and structures during the year.....	447 00

TABLE B.—MOTIVE POWER AND CARS.

Engineers, firemen and wipers.....	3,839 31
Freight car repairs.....	1,345 59
Fuel for engine houses and shops, (included in "Wood.")	
Locomotive repairs.....	2,795 70
Oil, tallow and waste.....	458 49
Passenger and baggage car repairs.....	1,260 55
Tools and repairs of tools.....	255 45
Wood.....	5,575 98
Total	<u>\$15,531 07</u>
Expense per mile of road for motive power and cars.....	419 00

TABLE C.—TRANSPORTATION EXPENSES.

Car service (mileage).....	\$890 49
Cattle killed	166 50
Incidentals	191 16
Mail expense.....	126 00
Printing and stationery.....	615 36
Rents	140 00
Station service	1,371 80

Station supplies	313 33
Train service	2,184 00
Total	<u>\$5,998 64</u>
Amount per mile of road of transportation expenses.....	162 00

TABLE D.—GENERAL EXPENSES.

General office expenses	\$2,833 32
Interest and exchange.....	142 95
Legal department—attorney's fees, etc.....	3,176 96
Taxes—State and National:	
State taxes	\$1,327 46
National taxes.....	632 99
	<u>1,960 45</u>
Total	<u>\$8,113 68</u>
Amount per mile of road of general expenses.....	219 00

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$60,503 00
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$16,545 88
(B) Motive power and cars.....	15,531 07
(C) Transportation expenses.....	5,998 64
(D) General expenses.....	8,113 68
	<u>\$46,189 27</u>
Total operating expenses for the year.....	<u>\$46,189 27</u>
Net earnings.....	\$14,313 73

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

New equipment	\$1,670 99
New buildings.....	5,573 95
Floating debt	4,000 00
Depot grounds	4,425 50

Total payments in addition to operating expenses.....	<u>\$15,670 44</u>
Total of operating expenses and other payments.....	61,859 71

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$60,686 31
Total of operating expenses and all other payments.....	<u>61,859 61</u>
Deficit or excess of payments over receipts.....	\$1,173 30

AMOUNTS PER MILE OF ROAD—(37 MILES).

Amount of earnings per mile of road.....	\$1,635 22
Amount of operating expenses per mile of road.....	1,248 36
Amount of net earnings per mile of road	386 86
Amount of total receipts per mile of road	1,640 17
Amount of total payments per mile of road	1,671 88
Amount of deficit per mile of road	31 77

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

United States Express Company. 30 cents per 100 pounds for 37 miles; 25 cents per 100 pounds for 22 miles; 15 cents per 100 pounds for 15 miles.

No transportation companies run on this road.

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor.

9 Cows }	Amount paid	\$166 50
1 Steer }		

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
D. J. Corey	Findlay, Ohio.
S. Carlin	" "
Chas. W. Foster	Fostoria, "
James Moore	Fremont, "
L. Q. Rawson	" "
John L. Greene	" "
Wm. H. Moore	Milton, Indiana.
W. S. Ballenger	Cambridge City, Ohio.
Jas. H. Eaton	Bluffton, Ohio.
L. Q. Rawson	President and Superintendent.
Chas. W. Foster	Vice President.
W. H. Andrews	Secretary, Treasurer and Gen'l Ticket Agent.
S. Medbury	Engineer.
M. W. Seibert	General Freight Agent.

Communications intended for this company should be addressed as follows: Fremont, Ohio.

State of Ohio, County of Sandusky, ss.:

L. Q. Rawson, President of the Lake Erie and Louisville Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

Signed,

L. Q. RAWSON,
President.

Subscribed and sworn to before me, this fourteenth day of September, A. D. 1870.

W. H. ANDREWS,

[SEAL.]

Notary Public, Sandusky County.

ANNUAL REPORT

OF THE

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO.,

For the year ending June 30, 1870.

The Lake Shore and Michigan Southern Railway Company, its line extending from Chicago, Illinois, to Erie, Pa., with various branches, consolidated with the Buffalo and Erie R. R. Company, extending from Erie, Pa., to Buffalo, N. Y. Date of agreement January 22, 1869, to take effect September 1, 1869.

The new organization, under the name of the Lake Shore and Michigan Southern Railway Company, taking the assets and assuming the liabilities of the Buffalo and Erie R. R. Co.

Oct. 1st, 1869. Leased the Kalamazoo and White Pigeon R. R., 38 miles, in perpetuity, on assuming the payment of interest on its funded debt (\$600,000), which is \$44,000 per year, and buying the equipment at a valuation.

Same date. Leased the Kalamazoo, Allegan and Grand Rapids R. R., 58 miles, on assuming the payment of interest on its funded debt (\$840,000), which is \$67,200 per year; also paying six per cent. per annum on its capital stock (\$610,000), which is \$36,600 per year. We also bought the equipment of this road at a valuation.

These two leases include the road from White Pigeon, Mich., to Grand Rapids, Mich., a distance of 96 miles. It has been worked as a branch of this road since October 1, 1869.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in...	{ Common	\$34,404,500 00
	{ Guaranteed	533,500 00
Total amount of stock		\$34,938,000 00
Amount of stock per mile of road (942 miles).....		37,089 00
Proportion of stock for Ohio, according to miles of road in the State (331 miles).....		12,276,459 00

DEBTS.

Total amount of funded debt (chiefly first and second mortgage bonds on different sections of the consolidated road).....	\$22,001,000 00
The amount of floating debt.....	890,507 56
Total amount of funded and floating debts.....	<u>\$22,891,507 56</u>
Amount of debt per mile of road (942 miles)	24,301 00
Proportion of debt for Ohio, according to miles of road in the State (331 miles).....	8,043,631 00
Total amount of stock and debt.....	57,829,507 56
Total amount of stock and debt per mile.....	61,390 00
Total amount of stock and debt for Ohio.....	<u>20,329,090 00</u>

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction and right of way.....	\$44,330,124 46
Cost of equipment	8,474,621 95
Total cost of entire road and equipment to this date, June 30, 1870.	<u>\$52,804,746 41</u>
Cost of road and equipment per mile (942 miles).....	56,056 00
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (331 miles).....	18,554,536 00

AS TO CHARACTERISTICS OF THE ROAD, ETC.

ENTIRE LINE.

Total length of <i>entire</i> line and branches.....	942.25 miles.
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IN OHIO.

Length of single main track laid with iron	194.90 miles.
Length of double main track.....	17.54 miles.
Length of branches, (naming each branch) stating whether they have single or double track, as follows:	
Sandusky Branch—single track.....	34.93 miles.
Graytown Branch—single track.....	10.80 miles.
Detroit, Mon. and Toledo Branch—single track.....	7.70 miles.
Air Line Branch—single track.....	<u>65.40 miles.</u>
Total length of branches.....	118.83 miles.
Aggregate length of sidings and other tracks not above enumerated...	<u>77.91 miles.</u>
Total length of iron embraced in preceding heads.....	409.18 miles.

How much of the road in Ohio is ballasted, and with what material?
All ballasted with gravel.

How much of the road has been ballasted since June 30, 1869, and with what material?

Twenty miles re-ballasted with sand.

BRIDGES IN OHIO.

Number of wooden bridges, and aggregate length in feet:

Number	31
Aggregate length.....	4,749 feet.

Number of iron bridges, and aggregate length in feet:

Number	5
Aggregate length.....	1,008 feet.

Number of stone bridges, and aggregate length in feet:

Number	9
Aggregate length.....	489 "

Number of wooden trestles, and aggregate length in feet:

Number.....	37
Aggregate length.....	2,669 "

The greatest age of wooden bridges..... 19 years.

The average age of wooden bridges..... 6 "

The greatest age of wooden trestles..... 7 "

The number and kind of new bridges built during the year, (ending June 30, 1870,) and length in feet, (by following table:)

Specify each bridge.	Kind: (Giving distinguishing name.	Whether wood, stone or iron.	Length in feet.	When built: date.
Swan Creek.....	Linnville	Iron.....	118	Nov., 1869.
Swanton	Arch	Stone	20	Sept., 1869.
Delta.....	"	"	30	June, 1870.
Delta.....	"	"	10	June, 1870.
Pipe Creek	Howe Truss.....	Wood	56	Jan., 1870.
Sandusky Bay	Jack-knife draw ..	"	33	May, 1870.
Mud Creek	Howe Truss.....	"	62	June, 1870.

Several trestles and wooden bridges thoroughly repaired.

ROAD UNFENCED IN OHIO.

The length of road unfenced on either side and the reason therefor:

All fenced.

Length of road fenced during the past year (ending June 30), and cost per rod:

Constantly renewed. Cost, \$1.50 per rod.

EQUIPMENT.

Number of locomotives	274
Number of passenger cars.....	187
Number of express and baggage cars	63
Number of freight cars.....	5,551
Number of other cars.....	219
Total number of persons employed in operating the road in Ohio—about.....	3,000

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion.	45
Average rate of same, including stops	30
The highest rate of speed allowed by mail and accommodation trains when in motion	30
Average rate of same, including stops	25
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for Passengers, charged for the respective classes per mile.	First class.	Sec'd class.	Third class.
	Cent.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried [20 cents for 3 miles]	6 $\frac{2}{3}$	2 3-10	1
Highest rate per mile for distances more than 5 and less than 15 miles	5	2 3-10	1
Highest rate per mile for distances more than 15 and less than 30 miles	3 6-10	2 3-10	1
Highest rate per mile for distances more than 30 and less than 50 miles	3 6-10	2 3-10	1
Highest rate per mile for distances more than 50 and less than 100 miles	3 $\frac{1}{2}$	2 3-10	1
Highest rate per mile for the whole length of your main road in Ohio	3 1-5	2 3-10	1
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State	3	2 3-10	1

FREIGHT.

The rate per ton per mile charged for the various classes of freight, through and local.	First class.	Sec'd class.	Third class.	Fourth class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried.....	22	18	16	14
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	16	13	11	9
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	9	8	7	6
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	7	6	5	5
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	6	5	4	3 $\frac{1}{2}$
Highest rate per ton per mile for the whole length of your main road in Ohio	5	3 $\frac{1}{2}$	3	2 7-10
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State.....	3 6-10	2 9-10	2 3-10	1 $\frac{1}{2}$
For fifth class through, 1 cent per ton per mile.				

The rate per ton per mile includes provision for station expenses, loading, unloading and delivery.

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year.....	50.95 miles.
The length of rerolled iron rail laid during the year.....	85.01 "
The length of spliced and mended iron laid during the year.....	103 "
How much steel rail have you, and how long laid ?	
Length	6.19 "
How long laid	Bet. 1 and 2 yrs.
What is the relative durability and value of steel rails compared with iron, as used on your road ?	

Has not been long enough in use to make an accurate comparison. Appearances indicate durability of steel equal to 20 or more of iron.

Are now getting steel rail sufficient to lay 40 miles of track.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles ran by locomotives hauling passenger trains.....	2,215,882
The number of miles run by locomotives hauling freight trains.....	4,247,815
The number of miles run by locomotives hauling mixed trains.....	1,031,806
Total mileage of locomotives.....	7,495,503

CARS.

Do not keep record of the mileage of our own cars.

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	2,244,693
Total miles traveled by passengers, or number of passengers carried one mile	179,575,840
Average number of miles traveled by each passenger carried.....	80
Average amount received from each passenger carried.....	\$1 88
Average amount <i>per mile</i> received from each passenger carried.....	2 35-100 cents.

FREIGHT.

The number of tons of through freight carried.....	1,751,650
The number of tons of local freight carried.....	1,264,696
Total number of tons, through and local, carried.....	3,016,346
Total number of tons of freight carried one mile.....	496,905,076
Average amount received for each ton of freight carried.....	\$2 68
Average amount <i>per mile</i> received for each ton of freight carried.....	1 63-100 cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year	216,950
Total number of tons of coal consumed during the year about	28,000

EARNINGS, RECEIPTS, EXPENSES, Etc.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers	{ Through \$2,415,534 01 Local... 1,808,165 95	Total. \$4,223,699 96
Earnings from transportation of freight ..	{ Through 5,306,820 33 Local... 2,790,325 12	Total. 8,097,145 45
Earnings from mail.....		142,445 85
Earnings from express.....		301,202 47
Earnings from other sources		223,830 80
Total earnings for the year.....		\$12,988,324 53
Receipts from sources other than earnings.....		2,712,400 00
Total receipts during the year.....		\$15,700,724 53

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$139,089 45
Buildings—repairs of	283,267 71
Fences and gates—repairs of	33,781 42
Iron rails—re-rolling, splicing, mending and repairing.....	592,543 31
Road-bed and road-way—repairs of.....	1,377,423 94
Total	\$2,426,105 83
Expenses per mile of road for maintenance of way and structures, during the year	2,575 46
Proportion of expenses for Ohio, according to miles of road in the State ..	852,477 26

TABLE B.—MOTIVE POWER AND CARS.

Engineers and firemen	\$425,989 30
Locomotive repairs.....	471,863 30
Oil, tallow and waste.....	141,911 59
Wood and coal consumed.....	839,105 18
Repairs of cars.....	685,600 57
Total	\$2,564,469 94
Expenses per mile of road for motive power and cars.....	2,722 37
Proportion of expense for Ohio according to miles of road in the State...	901,104 47

TABLE C.—TRANSPORTATION EXPENSES.

Car service (mileage).....	\$188,965 33
Damages to property along the line and cattle killed.....	12,457 41
Foreign agents and advertising.....	184,627 61
Freight and baggage lost and damaged.....	35,111 19
Personal injuries.....	37,346 04
Station service.....	1,077,797 80

Telegraph expenses.....	13,768 46
Train service.....	396,880 94
Train, office and station supplies.....	155,164 65
Total.....	<u>\$2,101,119 43</u>
Amount per mile of road of transportation expenses.....	2,231 55
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	738,643 05

TABLE D.—GENERAL EXPENSES.

Gas light account.....	\$17,387 89
General office expenses.....	198,926 67
Incidentals.....	45,747 01
Insurance.....	22,002 25
Lease of other roads (give names of road and amount of rental for each):	
Erie and Kalamazoo Railroad (Toledo, O., to Adrian, Michigan).....	30,000 00
Legal department, attorneys' fees, etc.....	35,460 88
New York Transfer Agency.....	16,928 71
Rent of real estate and tracks.....	53,916 56
Taxes—State and National:	
State taxes.. { Ohio.....	164,212 57
{ Other states.....	182,528 83
	<u>346,741 40</u>
National taxes.....	136,442 58
Total.....	<u>\$903,553 95</u>
Amount per mile of road of general expenses.....	959 18
Proportion of general expenses for Ohio, according to miles of road in the State.....	317,488 58

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$12,988,324 53
----------------------------------	-----------------

OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$2,426,105 83
(B) Motive power and cars.....	2,564,469 94
(C) Transportation expenses.....	2,102,119 43
(D) General expenses.....	903,553 95
Total operating expenses for the year.....	<u>\$7,996,249 15</u>
Net earnings.....	<u>\$4,992,075 38</u>

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$1,430,885 00
Tax on same.....	75,310 00
Dividends on preferred stock, rate per cent. 10,—Amount..	50,682 50

Tax on same.....	\$2,667 50
Dividends on common stock, rate per cent. 8,—Amount....	2,703,780 00
Tax on same.....	139,738 06
New equipment.....	1,164,897 17
New buildings.....	269,176 98
Purchase of real estate.....	421,027 35
General construction.....	540,253 92
Advanced for extension of Jamestown & Franklin R. R....	314,022 37

Total payments in addition to operating expenses..... \$7,112,440 85

Total of operating expenses and other payments..... \$15,108,690 00

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$15,700,724 53
Total of operating expenses and all other payments	15,108,690 00
Balance.....	\$592,034 53

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 942 miles for entire line, and 331 miles for Ohio.]

Proportion of earnings.....(Amount per mile of road, \$13,788 03)..	\$4,563,837 93
Proportion of operating expenses.....(" " " 8,488 58)..	2,809,719 98
Proportion of net earnings.....(" " " 5,299 46)..	1,754,117 95
Proportion of total receipts.....(" " " 16,667 45)..	5,516,925 95
Proportion of total payments....(" " " 16,038 95)..	5,308,892 45
Proportion of balance.....(" " " 628 49)..	208,030 19

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

The American Merchants' Union Express Company, between Cleveland and Buffalo, pays \$198.40 per day for 24,000 pounds of freight west, and 8,000 pounds east. Excess, 62c. per 100 pounds, through, and 30c. per 100 pounds, way.

The United States Express Company, between Cleveland and Chicago, pays \$312.50 per day for 20,000 pounds through freight; \$1.25 per 100 pounds for through excess; 60c. per 100 for way excess. Between Cleveland and Sandusky, \$15.00 per day for 5,000 pounds, and 30c. per 100 for excess. Between Cleveland and Dunkirk, 56c. per 100. Cleveland to Buffalo, 62c. per 100. Between Toledo and Detroit, 34c. per 100; messenger half-fare. Between Toledo and Monroe, 20c. per 100; messenger half-fare. Between Toledo and Tecumseh, 28c. per 100. Between Toledo and Manchester, 32c. per 100. Between Toledo and Napoleon, 37c. per 100. Between Toledo and Jackson, 41c. per 100; messenger half-fare. Between Kalamazoo and White Pigeon, 25c. per 100; messenger \$1.50 per day.

What freight or transportation companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Red Line.	} Operated by the roads proper over which they run.
White Line.	
South Shore Line.	

Empire, on a rate per ton based on tariffs charged by the various roads over which it runs.

ANIMALS KILLED—IN OHIO.

The number and kind of farm animals killed and amount of damages paid therefor.

4 horses.....	_____
35 cows.....	_____
13 heifers.....	_____
8 studs.....	_____
1 sow.....	_____
5 colts.....	_____
1 bull.....	_____
7 oxen.....	_____
2 calves.....	_____
9 sheep.....	_____
1 hog.....	_____

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ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof during the year:

July 5, 1869. One passenger injured (want of caution). Pat Layhey, jumped from train while in motion at Cleveland, and was injured.

July 3, 1869. One employe injured (want of caution). Henry Kane, hand injured by coupling cars at Edgerton, Ohio.

July 20, 1869. One employe injured (want of caution). E. Murdock, hand injured by coupling cars, at Edgerton, Ohio.

August 5, 1869. One employe injured (want of caution). Simeon Flint, injured by coupling cars, at Berea, Ohio.

August 12, 1869. One passenger injured (want of caution). Mr. Green, legs injured by falling from train while in motion, at Conneaut, Ohio.

August 30, 1869. One passenger injured (want of caution). Mike McCann, injured by jumping from train while in motion, at Elyria, Ohio.

September 4, 1869. One employe injured, want of caution.) George Powell, crushed by coupling cars, at Cleveland, Ohio.

September 11, 1869. One employe injured (cause beyond his own control). Chas. Morris, injured by being thrown from train while in motion, at Toledo, Ohio.

October 16, 1869. One employe injured (want of caution). George Knight, injured while coupling cars, at Berea, Ohio.

October 6, 1869. One person injured (want of caution). Lizzie Scott, injured by being struck by train while lying on track, at Fremont, Ohio.

October 15, 1869. One employe injured (want of caution). Alex. Parker, injured by being struck by train, at Tipton.

October 8, 1869. One person killed. Pat Birgen, killed by train while walking on track, at Fairview, Ohio.

September 22, 1869. One employe killed (want of caution). P. O'Hara, killed by falling from train while in motion, at Cleveland.

November 20, 1869. One employe killed (cause beyond his own control). M. Rawdon, killed by being thrown from train while in motion, at Huron.

November 16, 1869. One employe killed (want of caution). Nicholas Oliphant, killed by jumping from pay car while in motion, at Ridgeville, Ohio.

November 27, 1869. One employe injured (want of caution). C. Perry, injured by coupling cars, at Bellevue.

November 17, 1869. One employe injured (want of caution). Henry Whilling, injured by coupling cars, at Toledo.

December 16, 1869. One employe injured (want of caution). M. Dangherty, injured by coupling cars, at Cleveland.

December 18, 1869. One employe injured (want of caution). G. Pratt, injured by slipping from engine while in motion, at Cleveland.

November 27, 1869. One employe injured (want of caution). J. Provo, injured by falling between cars, at Cleveland.

December 21, 1869. One person killed. Henry Bauman, killed by train while crossing track, at Fremont.

February 2, 1870. One person injured. Lewis Keller, injured by being thrown from train while in motion, at Norwalk.

February 7, 1870. One person killed. Jacob Snyder, killed by attempting to get under train while in motion, at Norwalk.

February 18, 1870. One employe killed (want of caution). James Newberry, killed by falling from train, near Norwalk.

December 14, 1869. One passenger injured (want of caution). Mrs. Weldon, injured by jumping from train while in motion, at Elmore.

March 26, 1870. One person killed. Robert Couch, killed by engine while walking on track, at Cleveland.

April 23, 1870. One employe injured (cause beyond his own control). Jesse Seeley, injured by being thrown from train, at Elyria.

March 26, 1870. One person killed. Alex. Moore, killed by engine while walking on track, at Cleveland.

June 16, 1870. One person injured (want of caution). Miss Mitchell, injured by jumping from train while in motion, at Bellevue.

June 28, 1870. One person killed. Fred Sieker, killed by train while on track, at Rockport.

Total killed—

Employes	4	
Others	6	
	—	10

Total injured—

Passengers	5	
Employes	13	
Others	2	
	—	20

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Hon. Horace F. Clark	New York City.
James H. Banker	"
Hon. Augustus Schell	"
Hon. Azariah Boody	"
Alanson Robinson*	"
Hon. William Williams	Buffalo, N. Y.
William L. Scott	Erie, Pa.

* Deceased.

Milton Courtright	Erie, Pa.
John A. Tracey	"
Hon. H. B. Payne	Cleveland, Ohio.
Amasa Stone, jr	"
Stillman Witt	"
Albert Keep	Chicago, Illinois.
Hon. Horace F. Clark, President	New York City.
Hon. Augustus Schell, Vice President	"
Geo. B. Ely, Secretary and Asst. Treasurer	Cleveland, Ohio.
James H. Banker, Treasurer	New York City.
Charles Payne, (West of Maumee River,) Engineer	Chicago, Illinois.
Charles Collins, (East of Maumee River,) "	Cleveland, Ohio.
Chas. F. Hatch, Superintendent	"
C. P. Leland, Auditor	"
J. W. Cary, General Ticket Agent	"
Addison Hills, General Freight Agent	"

Communications intended for this Company should be addressed as follows:

As above, or to the following named officers: E. B. Phillips, General Manager, Chicago, Ill.; J. H. Devereux, General Manager, Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss.:

J. H. Devereux, General Manager of the Lake Shore and Michigan Southern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

J. H. DEVEREUX,

General Manager.

Subscribed and sworn to, before me, this 23d day of September, A. D. 1870.

N. BARTLETT,

[SEAL.]

Notary Public.

ANNUAL REPORT
OF THE
MARIETTA AND CINCINNATI RAILROAD COMPANY,
[AS REORGANIZED.]

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in..	{ Common.....	\$2,029,778 25
	{ Preferred	12,591,087 67
Total amount of stock.....		\$14,620,865 92
Amount of stock per mile of road (276 8-10 miles)		52,821 00

DEBTS.

The amount of funded debt, (giving classes,) as follows:

First mortgage bonds.....	\$3,500,000 00
Second mortgage bonds	2,500,000 00
Mortgage bonds—scrip.....	4,528 33
Mortgage bonds of Scioto and Hocking Valley R. R.....	300,000 00
Mortgage bonds of Union Railroad.....	6,000 00

Total amount of funded debt.....	\$6,310,528 33
Increase of funded debt since June 30 1869—scrip omitted last year.....	\$4,528 33
The amount of floating debt	1,685,568 37
Increase of floating debt since June 30, 1869.....	734,571 87

Total amount of funded and floating debt.....	\$7,996,096 70
Increase of funded and floating debt since June 30, 1869.....	739,100 20
Amount of debt per mile of road (276 8-10 miles).....	28,887 00
Total amount of stock and debt	\$22,616,962 62
Total amount of stock and debt per mile (276 8-10 miles)	81,708 00

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of entire road and equipment to this date, June 30, 1870	\$30,622,750 56
Cost of road and equipment per mile (276 8-10 miles).....	74,504 00

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF LINE.

Length of single main track laid with iron	190 8-10 miles.
Length of branches—naming each branch—stating whether they have single or double track, as follows:	
Portsmouth Branch—single track	56 miles.
Hillsboro Branch—single track.....	21 miles.
Union Branch—single track.....	9 miles.
Total length of branches.....	86 miles.
Aggregate length of sidings and other tracks not above enumerated.....	40 miles.
Total length of iron embraced in preceding heads.....	316 8-10 miles.

How much of the road in Ohio is ballasted and with what material:

211 8-10 miles with rock and gravel. *

How much of the road has been ballasted since June 30, 1869, and with what material:

59 3-10 miles with rock and gravel. †

BRIDGES.

Number of wooden bridges, and aggregate length in feet:	
Number.....	55
Aggregate length.....	8,701 feet.
Number of stone bridges, and aggregate length in feet:	
Number.....	3
Aggregate length.....	90 feet.
Number of wooden trestles, and aggregate length in feet:	
Number.....	264
Aggregate length	31,185 feet.
The greatest age of wooden bridges.....	10 y'rs.
The average age of wooden bridges.....	6 y'rs.
The greatest age of wooden trestles	8 y'rs.

The number and kind of new bridges built during the year ending June 30, 1870, and length in feet, by following table:

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built: Date.
Little Creek.....	Howe Truss.....	Wood	100	September, 1869.
N. Fork Paint C'k.	“	“	120	March, 1870.

* Last year the length of road ballasted was erroneously reported at 200 miles, instead of 159½ miles.

† Leaving 25 miles on main line, and 40 miles on branch not ballasted.

ROAD UNFENCED.

The length of road unfenced on either side and the reason therefor:

About 150 miles unfenced. Reason—inability of company to incur the expense.

Length of road fenced during the past year ending June 30, and cost per rod:

2,144 rods, at a cost of \$2 per rod.*

EQUIPMENT.

Number of locomotives	52
Number of passenger cars.....	24
Number of express and baggage cars.....	14
Number of freight cars	618
Number of other cars	23
Total number of persons employed in operating the road in Ohio.....	2,478

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion..	35
Average rate of same, including stops	26
The highest rate of speed allowed by mail and accommodation trains when in motion	30
Average rate of same, including stops	20
The highest rate of speed allowed by freight trains when in motion	12
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Rate of fare for passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried, no fare less than	20	.....	.....
Highest rate per mile for distances more than 5 and less than 15 miles	5	.....	.....
Highest rate per mile for distances more than 15 and less than 30 miles.....	4 $\frac{3}{4}$	.....	.....
Highest rate per mile for distances more than 30 and less than 50 miles	4 $\frac{1}{2}$	.....	.....
Highest rate per mile for distances more than 50 and less than 100 miles	4	.....	.....
Highest rate per mile for the whole length of your main road...	3 2-5	2 2-5	.....
Highest rate per mile for through passengers, that is, those passing from and over your line to points on the lines of other companies or points beyond the State	3	2	1

* Part of this was renewal of fence destroyed by fire.

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried—not reported	-----	-----	-----	-----
Highest rate per ton per mile for distances of more than 5 and less than 15 miles—not reported	-----	-----	-----	-----
Highest rate per ton per mile for distances of more than 15 and less than 30 miles—not reported	-----	-----	-----	-----
Highest rate per ton per mile for distances of more than 30 and less than 50 miles.....	10	9	8	6
Highest rate per ton per mile for distances of more than 50 and less than 100 miles	7	6	5	4
Highest rate per ton per mile for the whole length of your main road in Ohio.....	2 1-6	2 1-6	2 1-6	1 1-5
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	4	3	2½	1

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year..... 37½ miles

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains 511,100
The number of miles run by locomotives hauling freight trains..... 608,440
The number of miles run by locomotives hauling mixed trains 152,960
The number of miles run by locomotives hauling construction and other trains not named above

135,500
Total mileage of locomotives..... 1,408,000

CARS.

The number of miles run by passenger cars 1,045,194
The number of miles run by express and baggage cars..... 635,000
The number of miles run by freight cars..... 7,115,199
The number of miles run by cars in construction and other trains not named above—estimated.....

1,350,000
Total mileage of cars 10,145,393

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars..... 339,245

FREIGHT.

The number of tons of through freight carried..... 109,605
The number of tons of local freight carried

284,738
Total number of tons, through and local, carried..... 394,343

EARNINGS, EXPENSES, Etc.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.	{ Through. \$56,835 26		
	{ Local..... 336,328 60	Total,	\$393,168 86
Earnings from transportation of freight	{ Through. 266,742 38		
	{ Local ... 656,731 23	Total,	923,473 61
Earnings from mail.....			23,737 44
Earnings from express			35,430 41
Earnings from other sources—telegraph.....			6,130 77
Total earnings for the year			\$1,381,936 09

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$83,405 33
Buildings—repairs of	3,740 57
Cars, road and hand—used in maintenance of way.....	2,071 35
Chairs, spikes, bolts and splices (included in repairs of track).	
Cross-ties	29,671 20
Iron rails—new.....	61,485 69
Masonry—repairs of (included in repairs of bridges).	
Road-bed and road-way—repairs of (included in repairs of track).	
Stations—repairs of.....	4,457 78
Superintendence and supervisors (included in repairs of track).	
Telegraph—repairs of.....	1,443 23
Track—repairs of, including repairs of road-bed, etc.....	242,906 59
Track—repairs of track used jointly with other companies, including other joint expenses	18,044 12
Tunnels—repairs of (included in repairs of road and track).	
Watchmen—track and bridge	24,287 04
Water, wood and coal stations—repairs of.....	30,981 58
Total	\$502,494 48
Expense per mile of road for maintenance of way and structures during the year	1,815 00

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$54,369 92
Engineers and firemen	108,227 35
Freight car repairs	42,898 22
Fuel for engine houses and shops (included above).	
Laborers in shops included in other items.	
Locomotive repairs	110,759 29
Oil, tallow and waste	11,683 67
Passenger and baggage car repairs.....	29,866 10
Tools and repairs of tools.....	7,593 26
Wood.....	39,966 82
Total	\$405,364 63
Expense per mile of road for motive power and cars.....	1,465 00

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies.....	\$2,628 95
Books, printing and stationery	8,004 42
Car service (mileage).....	37,685 71
Cattle killed.....	6,634 89
Clerks (included in station service).	
Commissions, “ “ “	
Ferriage	8,933 69
Foreign agents	12,651 92
Freight lost and damaged	7,190 36
Fuel and lights for cars included in train supplies.	
Fuel and lights for stations, “ “	
Incidentals.....	7,817 90
Mail expense	1,639 34
Personal injuries	3,030 87
Rents	450 00
Station service	78,916 70
Station supplies.....	3,631 70
Telegraph expenses.....	14,255 78
Train service.....	78,245 56
Train supplies.....	25,521 59
Total	\$297,239 38
Amount per mile of road of transportation expenses.....	1,074 00

TABLE D.—GENERAL EXPENSES.

Insurance	510 86
Lease of other roads (give names of road and amount of rental for each).	
Cincinnati and Baltimore Railway.....	800 53
Legal department, attorneys' fees, etc.....	8,597 94
New York Transfer Agency	2,000 00
Real estate—rent of	34,826 70
Rent of tracks.....	30,000 00
Salaries of general officers, including general office expenses, etc	39,617 70
Taxes—State and National:	
State taxes.....	45,864 24
National taxes	14,777 43
Total	\$176,995 40
Amount per mile of road of general expenses	639 00

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$1,381,936 09
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$502,494 48
(B) Motive power and cars.....	405,364 63
(C) Transportation expenses.....	297,239 38
(D) General expenses.....	176,995 40
Total operating expenses for the year.....	\$1,382,093 89
Deficit or excess of operating expenses over earnings.....	157 80

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$406,375 14
Tax on same.....	21,388 16
Other items of interest.....	166,805 72
New equipment	119,168 00
New buildings.....	29,687 49
General construction.....	90,677 61
New machinery for shops.....	11,986 51
New sidings.....	30,064 96
Ferris Branch	17,100 48

Total payments in addition to operating expenses.....	\$893,254 07
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Total of operating expenses and other payments	\$2,275,347 96
--	----------------

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$1,381,936 09
Total of operating expenses and all other payments	2,275,347 96
Deficit or excess of payments over receipts.....	\$893,411 87

AMOUNTS PER MILE OF ROAD (276 8-10 MILES.)

Amount of earnings per mile of road	\$4,992 00
Amount of operating expenses per mile of road	4,993 00
Amount of deficit per mile of road	1 00
Amount of total receipts per mile of road.....	4,992 00
Amount of total payments per mile of road.....	8,220 00
Amount of deficit per mile of road	3,228 00

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Adams Express Company. Terms: One-half gross receipts.

No transportation companies run on this road.

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor:

31 Horses and mules.....	\$2,578 79
109 Cows, oxen and young cattle.....	3,299 82
89 Hogs and sheep	269 70
229 Total	\$6,634 89

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year:

August 7, 1869. Two persons killed. Wm. Knight and John Weil, killed while lying on the track near Jackson. Intoxicated.

August 21, 1869. One person killed. Unknown, while walking on track ; near Loveland.

August 25, 1869. One employe killed (want of caution). F. Craig, arm mashed coupling cars.

September 18, 1869. One employe injured (want of caution). M. Dandle, near Londonderry, lying down beside track, head injured.

September 19, 1869. One person killed. L. Beeler, walking on track ; near Greenfield. Deaf.

September 29, 1869. One passenger injured (want of caution). S. Price, fell from baggage car in motion, near Cumminsville ; leg broken.

October 19, 1869. One employe injured (cause beyond his own control). J. D. Hogan, head bruised and arm stramed ; broken rail.

November 3, 1869. One employe killed (want of caution). Charles Radcliff, conductor ; coupling cars near Greenfield.

November 9, 1869. One employe killed (want of caution). G. P. Winneman, station agent at King's Switch, killed while trying to couple a car of railroad iron ; was struck in the head by one of the bars.

November 26, 1869. One employe injured (want of caution). Alonzo Dixon, hand mashed coupling cars.

December 2, 1869. One employe injured (want of caution). J. Armstrong, knee dislocated ; jumping from train.

December 3, 1869. One employe injured (want of caution). Jerry Oats, two fingers mashed off, coupling cars.

December 23, 1869. One employe injured (want of caution). Wm. McGhee, fireman ; leg cut off getting on engine in motion.

December 23, 1869. One passenger killed (want of caution). Leonard Wilhelm, fatally injured, jumping from train in motion ; at Chillicothe.

December —, 1869. One passenger killed (want of caution). T. C. Wallace, attempting to jump on train in motion ; both legs cut off.

January 7, 1870. One employe killed (cause beyond his own control). H. C. Weller, engineer ; train run off misplaced switch ; at Tunnel No. 1.

February 2, 1870. One employe killed (want of caution). S. McClelland, leg broken ; coupling cars.

March 4, 1870. One person injured. John Cooper, fell through Scioto bridge, Cireleville ; intoxicated.

March 28, 1870. One person killed. John Hambrick, lying on track near Zalaski ; intoxicated.

March 18, 1870. One person killed. Nancy Gayham, Belpre yard ; walking on track.

April 23, 1870. One employe killed. Samuel Hays, on Greenfield bridge ; walking on track.

May 26, 1870. One employee injured (want of caution). Geo. Geslie, arm mashed ; coupling cars.

May 30, 1870. One person killed. T. Conness (boy), jumping on freight train, at Chillicothe ; fell under the train.

May 30, 1870. One employe killed (want of caution). Thos. Flynn, intoxicated ; fell between cars and run over.

June 4, 1870. One person injured. Michael Rogers, driving team on track ; horses killed, and Rogers badly injured.

June 10, 1870. One person killed. Morris (boy), walking between tracks near Cummins ville; struck by engine.

June 11, 1870. One employe injured (want of caution). C. Eddingfield, jammed; coupling cars.

June 19, 1870. One person injured. Mahan (boy), standing on track, in Cincinnati yard, watching train on another track; run over and leg cut off.

June 20, 1870. One person injured. T. McCallister, climbing on engine in motion; foot mashed.

Total killed—Passengers	2	
Employees	4	
Others	9	
	—	15
Total injured—Passengers	1	
Employees	10	
Others	4	
	—	15

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
John King, Jr.	Baltimore, Md.
Johns Hopkins	“ “
Thos. Whitridge	“ “
A. A. Chapman	“ “
J. Donnell Smith	“ “
Henry C. Lord	Cincinnati, Ohio.
Nathaniel Wright	“ “
R. M. Bishop	“ “
W. W. Scarborough	“ “
John Madeira	Chillicothe, Ohio.
Wm. T. McClintick	“ “
Wylie H. Oldham	Marietta, Ohio.
J. N. Camden	Parkersburg, W. Va.

John King, Jr.	President, Baltimore, Md.
Chas. F. Low	Secretary and Auditor, Cin., O.
Wylie H. Oldham	Treasurer, Marietta, Ohio.
John Waddle	Engineer, Cincinnati, Ohio.
W. W. Peabody	Master of Transportation, Cin., O.
Wm. E. Jones	Cashier, Cincinnati, Ohio.
J. W. Pillsbury	General Ticket Agent, Cin., O.
R. M. Fraser	General Freight Agent, Cin., O.

State of Maryland, City of Baltimore, ss. :

John King, Jr., President of the Marietta and Cincinnati Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed,)

JOHN KING, JR,

President.

Subscribed and sworn to, before me, this twelfth day of September, A. D. 1870.

WM. BONE,

[SEAL.]

Justice of the Peace, State of Md., in and for Baltimore City.

ANNUAL REPORT

OF THE

NILES AND NEW LISBON RAILWAY COMPANY,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

The Niles and New Lisbon Railway Company have completed their road to a point two miles below New Lisbon, giving them thirty-eight miles of road.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (Common)	\$500,000 00
Amount of stock per mile of road (38 miles).....	13,157 90

DEBTS.

The amount of funded debt, (giving classes,) as follows:	
First mortgage bonds.....	\$500,000 00
The amount of floating debt	18,042 54
Total amount of funded and floating debts	518,042 54
Amount of debt per mile of road (38 miles)	13,632 69
Total amount of stock and debt	1,018,042 54
Total amount of stock and debt per mile (38 miles)	26,790 60

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction	\$560,426 28
Cost of right of way—mostly donated—not donated and settled.....	7,617 80
Total cost of entire road and equipment to this date, June 30, 1870..	\$568,044 08
Cost of road and equipment per mile (38 miles).....	14,948 53

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

Length of single main track laid with iron (completed).....	38 miles.
Aggregate length of sidings and other tracks not above enumerated	2 $\frac{1}{4}$ "
Total length of iron embraced in preceding heads	40 $\frac{1}{4}$ miles.

BRIDGES.

Number of wooden bridges, and aggregate length in feet {	Number.....	3	
	Aggregate length	356	ft.
Number of wooden trestles, and aggregate length in feet {	Number.....	21	
	Aggregate length	2,574	ft.
The greatest age of wooden bridges (two bridges 1 year old and 1 five).....	5	yrs.	
The average age of wooden bridges	2	yrs.	
The greatest age of wooden trestles.....	4	yrs.	

The number and kind of new bridges built during the year, (ending June 30, 1870) and length in feet, (by following table:)

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built: date.
Cherry Fork.....	Truss Girder.....	Wood	30	October, 1869.
Mahoning	Howe Truss.....	"	260	July, 1869.

ROAD UNFENCED.

The length of road unfenced on either side, and the reason therefor:

About one-fourth of the road fenced on both sides—balance not fenced for want of time and material.

Cost of fence \$1.25 per rod.

EQUIPMENT.

All owned by other companies.

Total number of persons employed in operating the road in Ohio..... 10

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.	20
Average rate of same, including stops.....	15
The highest rate of speed allowed by freight trains when in motion.....	12
Average rate of same, including stops.....	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile.

Highest rate per mile for the shortest distance passengers are carried—first class 5 cents.

Highest rate per mile for distances more than 5 and less than 15 miles—first class 4 $\frac{1}{2}$ "

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	15	12	10	10

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year 25 miles.

MILEAGE OF LOCOMOTIVES AND CARS.

No milage kept by the Company.

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number of passengers, of all classes, carried in cars..... 19,117

FREIGHT.

The number of tons of through freight carried	14,000
Total number of tons of local freight carried	24,000
Total number of tons, through and local, carried.....	38,000

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	20
Total number of tons of coal consumed during the year.....	885

EARNINGS AND EXPENSES.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers	\$9,558 70
Earnings from transportation of freight.....	28,519 52
Earnings from express	403 85
Total earnings for the five months.....	\$38,482 07

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Total	\$5,936 86
Expenses per mile of road for maintenance of way and structures during the year.....	156 23

TABLE B.—MOTIVE POWER AND CARS.

Coal.....	\$1,989 36
Engineers and firemen	1,247 56
Locomotive repairs.....	77 97
Oil, tallow and waste	466 84
Rents of locomotives, not charged to construction.....	3,668 00
Total.....	<u>\$7,449 73</u>
Expense per mile of road for motive power and cars.....	196 05

TABLE C.—TRANSPORTATION EXPENSES.

Freight lost and damaged.....	39 75
Incidentals.....	360 90
Station service.....	1,129 18
Train service.....	4,688 66
Total	<u>\$6,218 49</u>
Amount per mile of road of transportation expenses	163 64

TABLE D.—GENERAL EXPENSES.

Office expenses	743 45
National taxes and State.....	455 65
Total	<u>\$1,199 10</u>
Amount per mile of road of general expenses	31 56

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$38,482 07
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$5,936 86
(B) Motive power and cars.....	7,449 73
(C) Transportation expenses.....	6,218 19
(D) General expenses.....	1,119 10
Total operating expenses for the year.....	<u>\$20,804 18</u>
Net earnings.....	<u>\$17,677 89</u>

AMOUNTS PER MILE OF ROAD.—(38 MILES.)

Amount of earnings per mile of road	\$1,012 69
Amount of operating expenses per mile of road	547 48
Amount of net earnings per mile of road	465 21

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Merchants' Union Express Company; pay twenty-five cents per 100 pounds for transportation over road.

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor:

1 cow—no claim.....	_____
8 sheep—claim not settled.....	_____
1 cow.....	\$56 00
1 horse.....	250 00
11 Total.....	\$306 00

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Jay Gould.....	New York.
James Fisk, jr.....	"
C. H. Andrews.....	Youngstown, Ohio.
W. C. Andrews.....	Cleveland, Ohio.
F. T. Backus.....	"
W. J. McKinnie.....	"
L. D. Rucker.....	New York.
C. H. Andrews, President and Treasurer.....	Youngstown, Ohio.
Ben. Cunningham, Secretary.....	New Lisbon, Ohio.
James M. Reno, Engineer.....	Youngstown, Ohio.
C. W. Bradley, Superintendent.....	Niles, Ohio.

State of Ohio, County of Mahoning, ss.:

Chancy H. Andrews, President of the Niles and New Lisbon Railway Company, of the city of Youngstown, Ohio, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

C. H. ANDREWS,

President Niles and New Lisbon R'y Co.

Subscribed and sworn to before me, this 30th day of August, A. D. 1870.

W. G. MOORE,

Notary Public.

[SEAL]

ANNUAL REPORT
OF THE
OHIO AND MISSISSIPPI RAILWAY COMPANY,
For the year ending June 30, 1870.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in—	{ Common (200,000 shares).....	\$20,000,000 00
	{ Preferred 35,000 “	3,500,000 00
Total amount of stock		\$23,500,000 00
Amount of stock per mile of road (393 miles)		59,796 44
Proportion of stock for Ohio, according to miles of road in the State (19 53-100 miles)		1,167,824 47

DEBTS.

The amount of funded debt, (giving classes,) as follows:

First mortgage bonds (E. D. \$2,050,000 W. D. \$850,000)	\$2,900,000 00
Second mortgage bonds.....(Western Division).....	546,000 00
Mortgage bonds, income.....(“ “).....	221,500 00
Mortgage bonds, funded debt.....(“ “).....	16,500 00
Mortgage bonds, consolidated	2,860,850 00

Total amount of funded debt.....	\$6,544,850 00
Increase of funded debt since June 30, 1869	1,080,850 00
The amount of floating debt.....	317,709 04
Increase of floating debt since June 30, 1869	91,498 42

Total amount of funded and floating debts.....	\$6,862,559 04
Increase of funded and floating debt since June 30, 1869	1,172,348 42
Amount of debt per mile of road (393 miles).....	17,461 98
Proportion of debt for Ohio, according to miles of road in the State (19 53-100 miles).....	341,032 46
Total amount of stock and debt.....	30,362,559 04
Total amount of stock and debt per mile (393 miles)	77,258 42
Total amount of stock and debt for Ohio (19.53 miles)	1,508,856 94

AS TO COST OF ROAD AND EQUIPMENT.

Cannot be ascertained.

AS TO CHARACTERISTICS OF THE ROAD, ETC.

ENTIRE LINE.

Total length of *entire* line and branches :

Main Line	340 miles.	
Branches—Louisville Division	53 miles.	
	<hr/>	393 miles.

IN OHIO.

Length of single main track laid with iron	19	53-100 miles.
Aggregate length of sidings and other tracks not above enumerated....	10	80-100 miles.
How much of the above, main line, branches, sidings, etc., is double gauge ?	77-100	miles.

Total length of iron embraced in preceding heads.....31 10-100 miles.

How much of the road in Ohio is ballasted and with what material?

All ballasted with gravel.

How much of the road has been ballasted since June 30, 1869, and with what material?

None in Ohio.

BRIDGES.—(IN OHIO.)

Number of wooden bridges, and aggregate length in feet :

Number	2
Aggregate length	520 feet.

Number of iron bridges, and aggregate length in feet :

Number	1
Aggregate length	630 feet.

ROAD UNFENCED.—(IN OHIO.)

The length of road unfenced on either side and the reason therefor.

All unfenced, except about two miles on the north side, and about four miles on the south side.

EQUIPMENT.

Number of locomotives	86
Number of passenger cars	49
Number of express and baggage cars	21
Number of freight cars—freight, 913—coal, 325.	1,238
Number of other cars	50

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion.	40
Average rate of same, including stops	30
The highest rate of speed allowed by mail and accommodation trains when in motion	35
Average rate of same, including stops	25
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	12

[NOTE.—The highest rate of speed is not at all times allowed; yet there are times when circumstances require it to be reached for a distance of a few miles. It is not a speed allowed to be regularly practiced.]

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers charged for the respective classes per mile	First Class.	Second Class.
	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried..	5	5
Highest rate per mile for distances more than 5 and less than 15 miles..	5	5
Highest rate per mile for distances more than 15 and less than 30 miles..	5	5
Highest rate per mile for the whole length of your main road in Ohio..	5	5
Highest rate per mile for <i>through</i> passengers, that is, those passing from and over your line to points on the lines of other companies or points beyond the State.....	4	3

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	32	28	22	20	16
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	27.13	21.43	18.57	14.28	11.43
Highest rate per ton per mile for distances of more than 15 and less than 30 miles	14.80	11.90	11.10	9	6.67
Highest rate per ton per mile for distances of more than 30 and less than 50 miles	12.34	11.50	9	7.66	6
Highest rate per ton per mile for distances of more than 50 and less than 100 miles	8.57	6.53	5.50	5.10	3.87
Highest rate per ton per mile for the whole length of your main road in Ohio.....	20	15.80	13.68	10.52	8.52
Highest rate per ton per mile for <i>through</i> freight, that is, freight passing from and over your line to points on the lines of other companies or points beyond the State	5.29	4.41	3.53	2.65	2

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

How much steel rail have you, and how long laid :

Length 676 feet.

How long laid..... June, 1869.

What is the relative durability and value of steel rails compared with iron, as used on your road ?

Not enough steel rail in use to make a fair comparison.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains (estimated).....	966.131
The number of miles run by locomotives hauling freight trains	1,641.822
The number of miles run by locomotives hauling construction and other trains not named above.....	197.550
Total mileage of locomotives.....	2,805.503

CARS.

The number of miles run by passenger, express and baggage cars.....	2,898,391
The number of miles run by freight cars.....	9,306,042
The number of miles run by cars in construction and other trains not named above	385,091
Total mileage of cars.....	12,589,524

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	381,244
Total miles traveled by passengers, or number of passengers carried one mile	30,459,353
Average number of miles traveled by each passenger carried	79
Average amount received from each passenger carried.....	\$3 21
Average amount <i>per mile</i> received from each passenger carried.....	4 cents.

FREIGHT.

The number of tons of through freight carried.....	119,449
The number of tons of local freight carried.....	409,253
Total number of tons, through and local, carried.....	528,702
Total number of tons of freight carried one mile.....	69,838,274
Average amount received for each ton of freight carried.....	\$2 96
Average amount <i>per mile</i> received for each ton of freight carried.....	2 24-100 cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	23,517
Total number of tons of coal consumed during the year.....	18,013

EARNINGS, EXPENSES, Etc.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.....	\$1,223,710 72
Earnings from transportation of freight.....	1,697,233 27
Earnings from mail.....	63,200 00
Earnings from express.....	87,513 41
Total earnings for the year.....	\$3,076,657 40

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Ballast.....	43,778 57
Bridges—repairs of	105,796 09
Buildings—repairs of	12,723 64
Cars, road and hand—used in maintenance of way.....	807 15
Chairs, spikes, bolts and splices	23,664 78
Cross-ties	57,179 90
Fences and gates—repairs of	13,067 25

Iron rails—rerolling, splicing, mending and repairing.....	\$98,588 44
Machinery and tools—repairs of.....	3,025 66
Oil, tallow and waste.....	1,261 42
Paving.....	3,923 80
Road-bed and road-way—repairs of.....	144,608 35
Stations—repairs of.....	31,087 33
Stationery and printing.....	1,126 25
Superintendence and supervisors.....	35,207 17
Telegraph—repairs of.....	4,641 40
Track—repairs of.....	110,163 25
Water, wood and coal stations—repairs of.....	13,049 24
Total.....	<hr/> \$703,699 69
Expenses per mile of road for maintenance of way and structures during the year.....	1,790 58
Proportion of expenses for Ohio, according to miles of road in the State..	34,970 02

TABLE B.—MOTIVE POWER AND CARS.

Coal.....	\$78,228 28
Engineers and fireman.....	43,726 42
Freight car repairs.....	99,096 95
Locomotive repairs.....	124,325 78
Oil, tallow and waste.....	4,727 46
Passenger and baggage car repairs.....	71,597 04
Superintendence.....	9,250 00
Switchmen.....	6,327 50
Tools and repairs of tools.....	20,005 33
Watchmen.....	9,600 00
Wipers.....	6,210 11
Wood cars—repairs of.....	3,001 35
Wood.....	89,954 37
Total.....	<hr/> \$566,050 59
Expense per mile of road for motive power and cars.....	1,440 33
Proportion of expense for Ohio according to miles of road in the State.....	28,129 64

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies—included in foreign agents.	
Books, printing and stationery—included in stationery and printing below.	
Car furniture and fixtures—included in repairs.	
Cattle killed.....	22,063 55
Clerks.....	85,172 01
Commissions—included in foreign agents.	
Damages to property along the line.....	182 80
Foreign agents.....	48,808 56
Freight lost and damaged.....	7,911 05
Freight and passenger expense—including transfer.....	187,866 96
Gratuities.....	3,042 55
Incidentals.....	3,876 38

Loss by fire	\$360 24
Mail expense	3,170 53
Oil, tallow and waste	43,376 39
Overcharges on freight	14,711 09
Printing and stationery	9,013 67
Rents	9,159 12
Station service	41,818 45
Station supplies	3,725 00
Superintendence	12,500 00
Switchmen	17,500 00
Telegraph expenses	17,500 00
Train service	202,404 46
Train supplies	4,500 00
Total	<u>\$733,662 81</u>
Amount per mile of road of transportation expenses	1,879 55
Proportion of transportation expenses for Ohio, according to miles of road in the State	36,707 61

TABLE D.—GENERAL EXPENSES.

Clerks	\$17,340 20
Foreign agencies—see transportation expenses.	
General office expenses—see incidentals.	
Incidentals	20,258 37
Legal department, attorneys' fees, etc	31,120 58
Printing and stationery	4,519 21
Salaries of general officers	50,452 61
Taxes, State and National:	
State taxes.. { Ohio	\$11,365 13
{ Illinois	28,404 67
{ Indiana	13,000 09
	<u>52,769 89</u>
National taxes	31,897 25
Total	<u>\$203,358 11</u>
Amount per mile of road of general expenses	530 17
Proportion of general expenses for Ohio, according to miles of road in the State	10,354 22

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$3,076,657 40
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OPERATING EXPENSES.

(A) Maintenance of way and structures	\$703,699 69
(B) Motive power and cars	566,050 59
(C) Transportation expenses	733,662 81
(D) General expenses	203,358 11
Total operating expenses for the year	<u>\$2,216,771 20</u>
Net earnings	<u>\$859,886 20</u>

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year :

Interest on bonds.....	\$388,795 50
Tax on same.....	20,462 92
Other items of interest.....	23,454 05
Dividends on preferred stock, rate percent. 7,—Amount..	270,672 50
Tax on same.....	13,533 62
New equipment.....	343,183 40
Purchase of real estate.....	33,730 35
General construction.....	17,320 20
Filling city wharf, Cincinnati.....	9,019 60

Total payments in addition to operating expenses.....	\$1,125,172 22
Total of operating expenses and other payments.....	\$3,341,943 42

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$3,076,657 40
Total of operating expenses and all other payments	3,341,943 42
Deficit or excess of payments over receipts	\$265,286 02

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

Proportion of earnings.....(Amount per mile of road, \$7,828 64)..	\$152,893 33
Proportion of operating expenses.(“ “ “ 5,640 64)..	110,161 69
Proportion of net earnings.....(“ “ “ 2,188 00)..	42,731 64
Proportion of total receipts	152,893 33
Proportion of total payments(“ “ “ 8,503 67)..	166,076 87
Proportion of deficit.....(“ “ “ 675 03)..	13,183 54

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc. ?

The Adams Express Company. They pay \$125 per day for carrying five tons of freight daily, between Cincinnati and St. Louis, and \$1.25 per hundred pounds for all in excess of five tons. The intermediate rates are :

From Cincinnati and Seymour, and all points beyond C. and S.	25 cents per 100 pounds.
From Cincinnati and Mitchell, and all points beyond S. and M.,	35 cents per 100 pounds.
From Cincinnati and Vincennes, and all points beyond M. and V.,	60 cents per 100 pounds.
From Cincinnati and Sandoval, and all points beyond V. and S.,	85 cents per 100 pounds.
From St. Louis and Sandoval, and all points beyond St. L. and S.,	25 cents per 100 pounds.
From St. Louis and Mitchell, and all points beyond S. and M.,	60 cents per 100 pounds.
From St. Louis and N.Vernon, and all points beyond M. and N.V.,	75 cents per 100 pounds.

What freight or transportation companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc. ?

The Great Western Dispatch run on this road without contract, on terms subject to daily change.

ANIMALS KILLED IN OHIO.

The number and kind of farm animals killed, and the amount of damages paid therefor.		
9 Cows		\$220 00
1 Colt		25 00
1 Mule		75 00
8 Hogs		60 00
6 Sheep		17 00
25 Total		\$397 00

ACCIDENTS IN OHIO.

August 29, 1869. One person injured. James Wina, stranger, asleep on the track in Cincinnati, train ran over his legs and feet; badly injured, but got well.

September 4, 1869. One employe injured (want of caution). Otto Walburg, boy of R. Brakeman, jumped on the cow-catcher and had both legs crushed and amputated; got well.

November 15, 1869. One employe killed (want of caution). Joe Sadler, brakeman, killed at Storrs; he fell between two platform cars.

June 13, 1870. One person killed. Thos. Honar, killed at Cincinnati, was driving over the track with a dray; was run over and killed.

Total killed—

Employe	1
Other	1— 2

Total injured—

Employe	1
Other	1— 2

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Wm. D. Griswold	Cincinnati, Ohio.
Larz Anderson	" "
W. W. Scarborough	" "
Alex. H. Lewis (dec'd)	" "
John Ross	Vincennes, Ind.
Lewis B. Parsons	St. Louis, Mo.
John J. Roe (dec'd)	"
Jos. W. Alsop	New York.
Wm. H. Aspenwall	"
Wm. Whitewright, Jr.	"
Sam'l U. F. Odell	"
Allan Campbell	"
Fred'k Schuchardt	"
Wm. D. Griswold	President.
Alex. H. Lewis (dec'd)	Vice President.
Edson D. Hammond	Secretary, New York.
Charles S. Cone	Treasurer.
Thos. D. Lovett	Engineer.
Jos. L. Griswold	General Superintendent.
P. Van Deursen	Auditor.

Chas. E. Follett General Ticket Agent, St. Louis.
 James A. Hill Gen. Freight Agent, "
 Sam'l Trever Assistant Secretary, Cincinnati.

Communications intended for this Company should be addressed as follows:

W. D. Griswold, President Ohio & Miss. Railway Co., Cincinnati, Ohio.

State of Ohio, County of Hamilton, ss.:

W. D. Griswold, President of the Ohio and Mississippi Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June A. D. 1870, according to the best of his knowledge and belief.

(Signed)

W. D. GRISWOLD,

President.

Subscribed and sworn to, before me, this fifteenth day of September, A. D., 1870.

EDWARD COLSTON,

[SEAL.]

Notary Public.

ANNUAL REPORT

OF THE

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY CO.,

[INCLUDING THE COLUMBUS, CHICAGO AND INDIANA CENTRAL DIVISION—LEASED.]

For the year ending June 30, 1870.

AS TO STOCK AND DEBTS.

[The following statement as to stock and debts applies only to the Pittsburgh, Cincinnati and St. Louis R'y Co. Stock and debts of the Col., Chicago and Ind. Central R'y Co. reported separately.]

CAPITAL STOCK.

The amount of capital stock paid in...	{ Common	\$2,500,000 00
	{ Preferred	2,924,350 00
Total amount of stock.....		<u>\$5,424,350 00</u>
Increase of stock since June 30, 1869		1,150 00
Amount of stock per mile of road (201 miles).....		26,986 21
Proportion of stock for Ohio, according to miles of road in the State (157½ miles).....		4,250,422 57

DEBTS.

The amount of funded debt (giving classes), as follows:

First mortgage bonds.....		\$6,207,000 00
Second mortgage bonds..	} Stenbenville and Ind. R. R. bonds, convertible into first mort. bonds, P., C. & St. L. R'y Co.	
Third mortgage bonds..		
Fourth mortgage bonds..		3,825,990 24
Fifth mortgage bonds...		
Total amount of funded debt.....		\$10,032,990 24
Decrease of funded debt since June 30, 1869.....		3,700 00

The amount of floating debt	406,167 28
Decrease of floating debt since June 30, 1869.....	15,017 18
Total amount of funded and floating debts.....	10,439,157 52
Decrease of funded and floating debt since June 30, 1869.....	18,717 18
Amount of debt per mile of road (201 miles).....	51,936 11
Proportion of debt for Ohio, according to miles of road in the State (157½ miles).....	8,179,937 32
Total amount of stock and debt.....	\$15,863,507 52
Total amount of stock and debt per mile (201 miles).....	79,922 92
Total amount of stock and debt for Ohio (157½ miles).....	12,430,359 89

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction.....	\$13,210,147 64
Cost of right of way	541,987 72
Cost of real estate.....	108,290 12
Cost of equipment	2,470,577 45
Total cost of entire road and equipment to this date, June 30, 1870.....	\$16,332,002 93
Cost of road and equipment per mile (201 miles).....	81,253 74
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (157½ miles).....	12,797,464 05

AS TO CHARACTERISTICS OF THE ROAD, Etc.

ENTIRE LINE.

Total length of entire line and branches:	
Main line.....	775 miles.
Branches	7.50 miles.
	<hr/> 782.50 miles.
IN OHIO.	
Length of single main track laid with iron.....	253.90 miles.
Length of branches, naming each branch stating whether they have single or double tracks, as follows:	
Cadiz Branch, single track.....	7.50 miles.
Aggregate length of sidings and other tracks not above enumerated....	31.01 miles.
Total length of iron embraced in preceding heads.....	<hr/> 292.41 miles.

[The above statement as to the line in Ohio includes only the line between Steubenville and Newark, (line of the P., C. and St. L. R'y), and Cadiz Branch, and between Columbus and Union City, on the Ohio and Indiana State line, and between Covington and a point on said line toward Richmond, Indiana, (being the line of the Columbus, Chicago and Indiana Central R'y—leased by this company). In addition to the above line of the P., C. and St. L. R'y Co., it owns jointly with the Central Ohio R. R. Co., thirty-three miles of road between Newark and Columbus. This portion of the line, although not included in the above statement as to length of road, (being reported by the Central Ohio Co.), is included in making apportionments per mile and for Ohio, of stock, debts, cost of road earnings and expenses of this line.]

BRIDGES IN OHIO.

Number of wooden bridges, and aggregate length in feet :

Number	33
Aggregate length	5,827 feet.

Number of iron bridges, and aggregate length in feet :

Number	1
Aggregate length	24 feet.

Number of stone bridges, and aggregate length in feet :

Number	12
Aggregate length	1,393 "

Number of wooden trestles, and aggregate length in feet :

Number	65
Aggregate length	4,293 "

The greatest age of wooden bridges..... 10½ years.

The average age of wooden bridges..... 4½ "

The greatest age of wooden trestles..... 10 "

The number and kind of new bridges built during the year, (ending June 30, 1870)
and length in feet, (by following table:)

Specify each bridge.	Kind: (Giving distinguishing name.	Whether wood, stone or iron.	Length in feet.	When built : date.
No. 37	Arches	Stone	141	Nov., 1869.
No. 51	Girder	Iron	25	May, 1870.
No. 70	Howe Truss.....	Wood	138½	March, 1870.
Whetstone.....	"	"	216	July, 1869.
Mad River.....	Pile	"	200	July, 1869.
White Water	"	"	108	May, 1870.

ROAD UNFENCED IN OHIO.

The length of road unfenced on either side and the reason therefor :

P. C. and St. Louis Division—no change since last year.

C. C. and I. C. Division—15 miles.

Length of road fenced during the past year (ending June 30), and cost per rod :

P. C. and St. Louis Division—no change since last year.

C. C. and I. C. Division—18 miles, at \$1.50 per rod.

EQUIPMENT.

Number of locomotives	244
Number of passenger cars.....	103
Number of express and baggage cars	45
Number of freight cars.....	3,212
Number of other cars.....	2
Total number of persons employed in operating the road in Ohio.....	1,906

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed by express passenger trains when in motion	40
Average rate of same, including stops	30
The highest rate of speed allowed by mail and accommodation trains when in motion	30
Average rate of same, including stops	25
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for Passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried	5	5	5
Highest rate per mile for distances more than 5 and less than 15 miles	3½	3½	3½
Highest rate per mile for distances more than 15 and less than 30 miles	3½	3½	3½
Highest rate per mile for distances more than 30 and less than 50 miles	3½	3½	3½
Highest rate per mile for distances more than 50 and less than 100 miles	3½	3½	1½
Highest rate per mile for the whole length of your main road in Ohio	3½	2¾	1½
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State	3½	2¾	1½

FREIGHT.

The rate per ton per mile charged for the various classes of Freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	14	14	14	14	14
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	13	12	11	10	9
Highest rate per ton per mile for distances of more than 15 and less than 30 miles	11.5	10.7	9.8	9	8
Highest rate per ton per mile for distances of more than 30 and less than 50 miles	10	9	8.5	8	7
Highest rate per ton per mile for distances of more than 50 and less than 100 miles	8	7	6	5	4
Highest rate per ton per mile for the whole length of your main road in Ohio	6	5.7	5	4.6	3
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	7.4	5.3	3.7	2.5	2

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new and re-rolled iron rail laid during the year.....	82½ miles.
The length of spliced and mended iron laid during the year.....	6 "
How much steel rail have you, and how long laid? ✓	
Length	2,500 feet.
How long laid	1 yr. 10 months.
This steel rail laid on Steubenville bridge over the Ohio river.	

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	1,614,241
The number of miles run by locomotives hauling freight trains.....	3,200,795
The number of miles run by locomotives hauling construction and other trains not named above.....	485,659
Total mileage of locomotives.....	5,300,695

CARS.

The number of miles run by passenger cars.....	5,146,168
The number of miles run by express and baggage cars.....	2,067,205
The number of miles run by freight cars	36,282,512
The number of miles run by caboose cars	953,184
The number of miles run by cars in construction and other trains not named above—not kept.	
Total mileage of cars.....	44,449,069

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	1,033,878
Total miles traveled by passengers, or number of passengers carried one mile	61,416,824
Average number of miles traveled by each passenger carried.....	59
Average amount received from each passenger carried.....	\$1 78
Average amount <i>per mile</i> received from each passenger carried.....	3 cents.

FREIGHT.

The number of tons of through freight carried.....	894,187
The number of tons of local freight carried	811,277
Total number of tons, through and local, carried.....	1,705,464
Total number of tons of freight carried one mile	245,144,158
Average amount received for each ton of freight carried.....	\$2 27
Average amount <i>per mile</i> received for each ton of freight carried.....	1 6-10 cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	115,654
Total number of tons of coal consumed during the year	74,236

EARNINGS, EXPENSES, Etc.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers	{ Through. \$1,181,310 51		
	{ Local... 643,440 76	Total..	\$1,824,751 27
Earnings from transportation of freight ..	{ Through \$2,220,348 94		
	{ Local... 1,686,532 03	Total..	3,906,880 97
Earnings from mail.....			112,527 60
Earnings from express			154,608 14
Earnings from other sources			4,500 69
Total earnings for the year.....			<u>\$6,003,268 67</u>

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Ballast	\$49,951 48
Bridges—repairs of	73,698 72
Buildings—repairs of	626 61
Cars, road and hand—used in maintenance of way	9,642 61
Chairs, spikes, bolts and splices	28,807 96
Cross-ties	129,543 06
Frogs	22,095 91
Incidentals	4,820 43
Iron rails—new	120,649 43
Machinery and tools—repairs of	21,046 72
Oil, tallow and waste	2,543 98
Road-bed and road-way—repairs of	72,327 85
Snow and ice removing	918 75
Stationery and printing.....	815 16
Superintendence and supervisors	12,926 02
Switches	15,376 48
Telegraph—repairs of.....	8,480 02
Track—repairs of.....	410,535 11
Tunnels—repairs of.....	24,344 90
Watchmen—track and bridge	31,425 91
Watch-houses—repairs of	2,508 61
Water, wood and coal stations—repairs of.....	26,148 18
Total	<u>\$1,069,269 90</u>
Expenses per mile of road for maintenance of way and structures during the year	1,365 61
Proportion of expenses for Ohio, according to miles of road in the State..	401,489 34

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$169,595 63 :
Engineers and firemen	320,263 41
Freight car repairs	270,392 03 .
Fuel for engine houses and shops.....	4,631 32 :

Incidentals.....	14,571 20
Laborers in shops.....	90,204 14
Locomotive repairs.....	434,091 89
Oil, tallow and waste.....	80,068 79
Passenger and baggage car repairs.....	167,536 75
Shop expense.....	47,377 27
Stationery and printing.....	2,067 46
Switchmen.....	2,242 09
Tools and repairs of tools.....	42,752 30
Watchmen.....	8,122 41
Water, wood and coal stations—expenses of.....	39,557 83
Wood and ballast cars—repairs of.....	9,437 74
Wood.....	478,982 86
Total	\$2,181,895 12
Expense per mile of road for motive power and cars.....	2,786 58
Proportion of expense for Ohio according to miles of road in the State.....	819,254 52

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies.....	\$88,206 69
Car cleaning and inspecting.....	46,408 48
Car furniture and fixtures.....	24,899 87
Car service (mileage).....	226,035 27
Cattle killed.....	20,365 15
Clerks.....	75,857 50
Commissions.....	25,046 52
Tolls.....	91,936 73
Foreign agents.....	57,159 06
Freight lost and damaged.....	63,674 85
Fuel and lights for cars.....	17,274 98
Fuel and lights for stations.....	11,288 93
Incidentals.....	14,976 79
Mail expense.....	3,865 33
Oil, tallow and waste.....	24,858 18
Overcharges on freight.....	13,660 32
Personal injuries.....	10,597 85
Printing and stationery.....	32,813 21
Rents.....	31,976 08
Station service.....	73,851 20
Station supplies.....	257,070 40
Superintendence.....	16,256 43
Switchmen.....	1,341 95
Telegraph expenses.....	79,855 88
Train service.....	328,592 11
Train supplies.....	13,922 46
Total	\$1,651,842 22
Amount per mile of road of transportation expenses.....	2,109 63
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	620,231 22

TABLE D.—GENERAL EXPENSES.

Clerks		\$19,425 76
Fuel and lights		691 63
General office expenses		8,934 01
Incidentals		11,001 18
Legal department, attorneys' fees, etc		11,001 28
Printing and stationery		3,414 84
Real estate—rent of		28 20
Revenue and postage stamps		3,053 91
Salaries of general officers		36,683 34
Taxes—State and National:		
State taxes..	{ Ohio	\$44,523 49
	{ Illinois	14,801 12
	{ Indiana	477 64
	{ West Virginia	87 97
	{ Pennsylvania	94 53
		<hr/>
		59,984 75
National taxes—U. S. Excise		45,148 77
		<hr/>
Total		\$199,367 67
Amount per mile of road of general expenses		254 62
Proportion of general expenses for Ohio, according to miles of road in the State		74,858 28

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$6,003,268 67
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OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$1,069,269 90
(B) Motive power and cars.....	2,181,895 12
(C) Transportation expenses.....	1,651,842 22
(D) General expenses.....	199,367 67
	<hr/>
Total operating expenses for the year.....	\$5,102,374 91
Net earnings.....	<hr/> \$900,893 76

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest	\$47,685 17
New equipment	218,953 28
Purchase of real estate	20,776 50
General construction	914,488 97
Total payments in addition to operating expenses	1,201,906 92
Total of operating expenses and other payments	\$6,304,281 83

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$6,003,268 67
Total of operating expenses and all other payments.....	6,304,281 83
Deficit or excess of payments over receipts.....	301,013 16

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 783 miles for entire line, and 294 miles for Ohio.*]			
Proportion of earnings.....(amount per mile of road, \$7,667 01)..	\$2,254,100 94		
Proportion of operating expenses..(" " " 6,516 44)..	1,915,833 36		
Proportion of net earnings	337,267 58		
Proportion of total receipts.....(" " " 7,667 01)..	2,254,100 94		
Proportion of total payments.....(" " " 8,051 44)..	2,367,123 36		
Proportion of deficit.....(" " " 384 43)..	113,022 42		

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Adams Express Company. See contract in full on page 378 of Report of Commissioner of 1867.

What freight or transportation companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Union transportation and Insurance Company. See contract in full on page 380 of Report of Commissioner of 1867.

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor.

89 Cattle	\$767 00
27 Horses	897 00
60 Sheep.....	_____
13 Hogs..	35 00
1 Mule.....	_____
190 Total.....	\$1,699 00

ACCIDENTS.—(IN OHIO.)

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year.

July 3, 1869. One employe injured, want of caution. A. H. Gray, brakeman, attempting to get on engine while in motion; foot crushed.

July 7, 1869. One employe injured, want of caution. Ben. Van Arsdale, switchman, coupling cars to train; left hand crushed.

July 17, 1869. One person injured. Man, unknown, riding on hand car near Philadelphia Road, Ohio, struck by train; leg broken.

July 19, 1869. One person killed. Orin Knox, while getting on freight train near Dennison, struck by bridge.

July 21, 1869. One employe injured, want of caution. E. W. Bradley, freight conductor, coupling cars at Cable; leg cut off.

* See note on page 205, as to length.

July 22, 1869. One employe injured, want of caution. Edward Haron, brakeman, not on duty, getting on caboose at Urichsville, Ohio, while train was in motion; leg broken.

July 28, 1869. One person killed. Benj. Jenkins, run over at Bradford Junction; drunk and asleep on track.

August 10, 1869. One employe injured, want of caution. J. H. Williams, conductor, getting down between cars to set brakes, near Bloomfield, Ohio, fell to the ground; injured in side and small of back.

August 11, 1869. One employe killed, want of caution. Milo Van Fossen, brakeman, struck by bridge at Taylor's, Ohio.

September 9, 1869. One person killed. Daniel Potter, attempting to cross track at Mingo, Ohio, in front of train, stumbled and fell.

September 13, 1869. One employe injured, want of caution. J. Fitzgerald, brakeman, run over near Bradford; leg cut off, attempting to get on train.

October 1, 1869. One employe injured, want of caution. Thomas Sprague, freight conductor, walking on track, struck by train; two ribs broken.

October 21, 1869. One person killed. Jno. Chawers, lying on track near Alum Creek, run over by train.

October 23, 1869. One employe injured, cause beyond his own control. C. L. Spees, brakeman, brake-chain breaking, fell between cars, near Oxford, Ohio; leg crushed between knee and ankle.

October 27, 1869. One employe injured, want of caution. Jno. Aiken, brakeman, struck by bridge, at Bowerstown, Ohio, fell between cars; head slightly fractured.

October 28, 1869. One employe injured, want of caution. J. Kennedy, brakeman, coupling cars at Cadiz Junction, Ohio; thumb and finger badly injured.

October 30, 1869. One person killed. John Lynch, walking on track near Coshocton, Ohio, struck by train and killed; intoxicated.

November 1, 1869. One employe injured, want of caution. Ad. Stephens, brakeman, three fingers mashed at Cadiz Junction, Ohio, while coupling cars.

November 11, 1869. One person killed. Mrs. Weaver; attempted to drive across track in front of train.

November 21, 1869. One employe injured, want of caution. Charles Creed, brakeman, struck by bridge, near Piqua; slightly hurt.

November 23, 1869. One employe injured, want of caution. George W. Price, brakeman, caught between engine and cars while coupling, at West Lafayette; injured on side and breast.

November 24, 1869. One employe injured, want of caution. Sam'l Crall, brakeman, struck by canal bridge, near Dresden, Ohio; slight blow on upper part of face.

November 29, 1869. One employe injured, want of caution. Thomas Walker, brakeman, while pulling pin, at Newark, Ohio, had finger mashed.

December 4, 1869. One employe injured, want of caution. Joseph Huston, brakeman, while pulling pin, at Newark, Ohio, had finger mashed.

December 11, 1869. One employe injured, want of caution. Jas. A. Wilson, brakeman, assisting to take water, at Steubenville, Ohio, fell, and wheel passed over his ankle.

December 11, 1869. One employe injured, want of caution. James Wilkins, switchman, coupling cars at Urbana; finger crushed.

December 16, 1869. One employe injured, want of caution. J. Lupton, switchman, coupling cars at Piqua; hand crushed.

December 18, 1869. One employe injured, want of caution. John Elliott, brakeman coupling cars at Fletcher; hand crushed.

December 22, 1869. One employe injured, want of caution. W. G. Anderson, freight conductor coupling cars at Bradford Junction; arm badly jammed.

January 4. One person killed. Mrs. John Shea, struck by engine, near Urichsville; walking on track.

January 5, 1870. One person killed. Wm. Naughten, walking on track; run over by yard-engine at Columbus.

January 8, 1870. One employe injured, want of caution. J. W. Couch, brakeman, while coupling cars at Fazeysburg, Ohio; arm hurt.

January 18, 1870. One person killed. Man, unknown, struck by train in bridge; at Mastersville, Ohio.

January 29, 1870. One employe injured, want of caution. Winfield Bunker, fell from engine, Dennison engine house; wrist hurt.

February 2, 1870. One employe injured, cause beyond his own control. J. Sanderson, yard-master, Piqua; while switching he slipped, and the car passed over him.

February 11, 1870. One employe injured, want of caution. Wm. Duvall, baggage master, while coupling cars at Cadiz, Ohio; arm caught.

February 15, 1870. One employe injured, want of caution. Frank B. Converse, brakeman, drawing pin at Fazeysburg; thigh broken.

February 23, 1870. One employe injured, want of caution. Jos. Ehler, brakeman, coupling cars at shop switch; fell and broke his collar bone.

March 3, 1870. One employe injured, want of caution. Henry Smith, brakeman, struck by bridge near Piqua; slightly hurt.

March 22, 1870. One employe injured, want of caution. Robert Nugent, brakeman, coupling cars at Dennison, Ohio; hand hurt.

April 12, 1870. One person killed. William Keys, fell under express car in motion; at Skelley's Station.

May 7, 1870. One employe injured, cause beyond his own control. John Maurs, laborer, loading timber at Piqua; leg broken and head hurt.

May 11, 1870. One employe injured, want of caution. John Huston, switchman, pulling pin at Newark, Ohio; foot caught and engine passed over it; leg amputated.

May 17, 1870. One employe injured, cause beyond his own control. Henry Smith, brakeman, finger hurt at St. Paris; amputated.

June 13, 1870. One passenger injured, want of caution. Mrs. Mary Glass, jumped from train in motion; strained her hip and injured internally; at Philadelphia Roads, Ohio.

Total killed—

Employes	1	
Others	10	
	<hr/>	11

Total injured—

Passengers	1	
Employes	52	
Others	1	
	<hr/>	34

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Thos. L. Jewett.....	Steubenville, Ohio.
Thos. Mears.....	" "
Jos. Means.....	" "
Chauncy Dewey.....	Cadiz, Ohio.
Geo. W. Adams.....	Dresden, Ohio.
H. J. Jewett.....	Columbus, Ohio.
Wm. Dennison.....	" "
D. S. Gray.....	" "
Geo. B. Roberts.....	Philadelphia, Pa.
Josiah Bacon.....	" "
Wistar Morris.....	" "
Saml. T. Canby.....	" "
Robert Sherrard.....	New York.
Thos. L. Jewett.....	President.
H. J. Jewett.....	Vice President.
D. S. Gray.....	Second Vice President.
J. G. Morris.....	Secretary.
Chas. Hallowell.....	Treasurer.
M. J. Becker.....	Engineer.
J. Durand and D. W. Caldwell.....	General Superintendents.
A. J. McDowell.....	Comptroller.
W. L. O'Brien.....	General Ticket Agent.
D. S. Gray.....	(Acting) General Freight Agent.

State of Ohio, County of Franklin, ss.:

H. J. Jewett, Vice President of the Pittsburgh, Cincinnati and St. Louis Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

H. J. JEWETT,

V. P. Pitt, Cin. and St. Louis R'y Co.

Subscribed and sworn to before me, this 7th day of November, A. D. 1870.

GEO. B. WRIGHT, *Commissioner.*

By JNO. H. DYNES, *Clerk.*

ANNUAL REPORT

OF THE

COLUMBUS, CHICAGO AND INDIANA CENTRAL R'Y CO.,

For the year ending June 30, 1870.

[The road of this Company is leased to the Pittsburgh, Cincinnati and St. Louis Railway Company, and its characteristics and operations for the year are included in the report of that Company, preceding.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in—common.....	\$12,835,772 00
Increase of stock since June 30, 1869.....	520,963 00
Amount of stock per mile of road (582 miles)	22,054 59
Proportion of stock for Ohio, according to miles of road in the State (136 miles).....	2,999,424 24

DEBTS.

The amount of funded debt, (giving classes,) as follows:

1st mortgage bonds.....	\$15,344,750 00
2d mortgage bonds	2,668,400 00
Income bonds	1,460,024 00

Total amount of funded debt	\$19,473,174 00
Increase of funded debt since June 30, 1869.....	860,500 00
The amount of floating debt.....	822,713 00
Decrease of floating debt since June 30, 1869.....	900,656 00

Total amount of funded and floating debts.....	\$20,295,887 00
Decrease of funded and floating debt since June 30, 1869	40,156 00
Amount of debt per mile of road (582 miles)	34,872 66
Proportion of debt for Ohio, according to miles of road in the State (136 miles).....	4,742,681 76

Total amount of stock and debt.....	33,131,659 00
Total amount of stock and debt per mile.....	56,927 25
Total amount of stock and debt for Ohio.....	7,742,106 00

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of entire road and equipment to this date, June 30, 1870.....	\$32,713,540 00
Cost of road and equipment per mile (582 miles).....	56,203 00
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (136 miles)	7,644,400 88

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
W. D. Thompson.....	New York.
Frederick R. Fowler.....	"
Wm. Whitewright, jr.....	"
Wm. R. Fosdick.....	"
Jas. A. Roosevelt.....	"
Adrian Iselin.....	"
Robert Winthrop.....	"
James Alexander.....	Columbus, Ohio.
B. E. Smith.....	"
Wm. Dennison.....	"
John S. Newman.....	Indianapolis, Ind.
J. N. Converse.....	Union City, Ind.
John Gardiner.....	Norwalk, Ohio.
Thomas Whiteridge.....	Baltimore, Md.
Joseph T. Thomas.....	Philadelphia, Pa.
B. E. Smith, President.....	Columbus, Ohio.
W. F. Staunton, 2d Vice President.....	"
Gordon Moodie, Secretary and Treasurer.....	"

Communications intended for this company should be addressed as follows:
To each department as above.

State of Ohio, County of Franklin, ss.:

Benjamin E. Smith, President of the Columbus, Chicago and Indiana Central Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June A. D. 1870, according to the best of his knowledge and belief.

(Signed)

B. E. SMITH,

President C., C. and I. C. R'y Co.

Subscribed and sworn to, before me, this twenty-seventh day of August, A. D. 1870.

AUGUSTUS BRADLEY,

Notary Public.

[SEAL.]

ANNUAL REPORT

OF THE

LITTLE MIAMI RAILROAD COMPANY,

AND BRANCHES,

For the year ending June 30, 1870.

[The road of this Company and its leased lines are leased to the Pittsburgh, Cincinnati and St. Louis Railway Company, but the characteristics, operations, etc., are given separately. The following report embraces the Little Miami, Columbus and Xenia, Dayton and Western, and Dayton, Xenia and Belpre Railroads.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in, common	{ Little Miami R. R. Co.....	\$4,105,250 00
	{ Columbus & Xenia R. R. Co	1,786,200 00
Total amount of stock.....		\$5,891,450 00
Increase of stock since June 30, 1869 (all Little Miami)		532,850 00
Amount of stock per mile of road.....		38,132 36

[In apportioning per mile, the stock is divided by 154½ miles, representing the length of the Little Miami, Columbus and Xenia roads, and the Dayton and Xenia road, owned by the Little Miami R. R. Co. The stock of the Dayton and Western R. R. Co. is sunk.]

DEBTS.

The amount of funded debt, (giving classes,) as follows:

First mortgage bonds of the Little Miami R. R. Co*	\$1,580,000 00
First mortgage bonds of the Columbus and Xenia R. R. Co.....	302,000 00
First mortgage bonds of the Dayton and Western R. R. Co.....	701,000 00
Total amount of funded debt	\$2,583,000 00
Increase of funded debt since June 30 1869—all Columbus and Xenia.	54,000 00
Decrease of funded debt since June 30, 1869—all Dayton and Western	14,000 00
Aggregate increase	40,000 00
Amount of debt per mile of road (192 miles—L. M., C. and X., D. and X., and D. and W. roads)	13,453 65
Total amount of stock and debt	8,474,450 00
Total amount of stock and debt per mile	51,586 01

* Includes loan from city of Cincinnati, of \$100,000, reported separately last year.

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction and right of way of Little Miami Railroad.....	\$3,957,517 17
Cost of construction and right of way of Columbus and Xenia Railroad..	1,493,145 99
Cost of construction and right of way of Dayton and Xenia Railroad— (estimated)	600,000 00
Cost of construction and right of way of Dayton and Western Railroad— (estimated)	850,000 00
Cost of equipment for entire line.....	974,390 64
Total cost of road and equipment up to June 30, 1870	<u>\$7,875,053 80</u>
Cost of road and equipment per mile (192 miles)	41,015 90

AS TO CHARACTERISTICS OF THE ROAD, Etc.

LENGTH OF ROAD.

[This embraces the tracks of five original companies, viz., the Little Miami, Columbus and Xenia, Dayton, Xenia and Belpre, Dayton and Western, and Richmond and Miami. The road proper of the Little Miami extends from Cincinnati, by way of Xenia, to Springfield; that of the Columbus and Xenia, from Xenia, where it connects with the Little Miami, to Columbus; that of the Dayton, Xenia and Belpre (acquired by purchase by the L. M. and C. and X. Co's.) from Xenia to Dayton; that of the Dayton and Western (leased by L. M. and C. and X. Co's.), from Dayton to State line of Indiana, and that of the Richmond and Miami (leased to L. M. and C. and X. Co's.) from State line to Richmond, Ind. Under the lease made March 2d, 1869, the road of the Columbus and Xenia Co, as well as its interest in the Dayton, Xenia and Belpre, Dayton and Western, and Richmond and Miami roads, was transferred to the Little Miami Co., and in their practical operation, all these roads constitute one line—that part between Cincinnati and Columbus being the main track, and that part of the Little Miami road, between Xenia and Springfield, as well as the Dayton, Xenia and Belpre, Dayton and Western and Richmond and Miami roads, being considered as branches; all now leased to the P., C. and St. L. R'y Co.—COMMISSIONER.]

ENTIRE LINE.

Length of entire line and branches:	
Main line.....	119½ miles.
Branches	*76½ “
Total.....	<u>196 miles.</u>

IN OHIO.

Length of single main track laid with iron.....	119½ miles.
Length of double main track.....	27 “

* Four miles of this is leased from the Richmond and Miami Railway Company in Indiana.

Length of branches—naming each branch—stating whether they have single or double track, as follows:

Springfield and Xenia Branch—single track	19 miles.
Dayton and Xenia Branch—single track.....	16 miles.
Dayton and Western Branch—single track	37½ miles.

Total length of branches	72½ miles.
Aggregate length of sidings and other tracks not above enumerated	36½ miles.

Total length of iron embraced in preceding heads.....	255½ miles.
---	-------------

How much of the road in Ohio is ballasted and with what material:

All ballasted with gravel.

BRIDGES—IN OHIO.

Number of wooden bridges, and aggregate length in feet:

Number.....	82
Aggregate length.....	6,419 feet.

Number of iron bridges, and aggregate length in feet:

Number.....	1
Aggregate length	159 feet.

Number of stone bridges, and aggregate length in feet:

Number.....	3
Aggregate length.....	194 feet.

The greatest age of wooden bridges.....	18 y'rs.
---	----------

ROAD UNFENCED.—IN OHIO.¹

The length of road unfenced on either side and the reason therefor:

10½ miles—by reason of contracts not being completed with land owners.

Length of road fenced during the past year ending June 30, and cost per rod:

284 rods, at \$1.75 per rod.

EQUIPMENT.

Number of locomotives	47
Number of passenger ears.....	38
Number of express and baggage cars.....	20
Number of freight cars	710

Total number of persons employed in operating the road in Ohio.....	1,060
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SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion..	40
Average rate of same, including stops	30
The highest rate of speed allowed by mail and accommodation trains when in motion	30
Average rate of same, including stops	24
The highest rate of speed allowed by freight trains when in motion	15
Average rate of same, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Rate of fare for passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried	6 $\frac{3}{4}$	-----	-----
Highest rate per mile for distances more than 5 and less than 15 miles	5	-----	-----
Highest rate per mile for distances more than 15 and less than 30 miles	3 $\frac{1}{2}$	2.73	1.3
Highest rate per mile for distances more than 30 and less than 50 miles	3 $\frac{1}{2}$	2.73	1.3
Highest rate per mile for distances more than 50 and less than 100 miles	3 $\frac{1}{2}$	2.73	1.3
Highest rate per mile for the whole length of your main road in Ohio	3.27	-----	-----
Highest rate per mile for <i>through</i> passengers, that is, those passing from and over your line to points on the lines of other companies or points beyond the State	3 $\frac{1}{2}$	-----	-----

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First Class.	Sec'nd Class.	Third Class.	Fourth Class.
	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	72	64	56	-----
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	24	20	16	-----
Highest rate per ton per mile for distances of more than 15 and less than 30 miles	18	16	13 $\frac{1}{2}$	-----
Highest rate per ton per mile for distances of more than 30 and less than 50 miles	14	12	10	-----
Highest rate per ton per mile for distances of more than 50 and less than 100 miles	8	7 $\frac{1}{2}$	5 $\frac{1}{2}$	-----
Highest rate per ton per mile for the whole length of your main road in Ohio	5	4 $\frac{3}{4}$	3 $\frac{3}{4}$	-----
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	4 $\frac{3}{4}$	3.04	2.26	1.22

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year	16,771 feet.
The length of rerolled iron rail laid during the year	164,598 "
The length of spliced and mended iron laid during the year	49,318 "

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains	573,198
The number of miles run by locomotives hauling freight trains.....	477,946
The number of miles run by locomotives hauling construction and other trains not named above	45,359
Total mileage of locomotives.....	1,096,503

CARS.

The number of miles run by passenger cars	1,673,594
The number of miles run by express and baggage cars.....	1,090,376
The number of miles run by freight cars.....	6,618,103
The number of miles run by cars in construction and other trains not named above.....	206,837
Total mileage of cars	9,588,910

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	465,786
Total miles traveled by passengers, or number of passengers carried one mile	21,825,726
Average number of miles traveled by each passenger carried.....	48 8-10
Average amount received from each passenger carried	\$1.61½
Average amount <i>per mile</i> received from each passenger carried	3 4-10 cents.

FREIGHT.

The number of tons of through freight carried.....	265,300
The number of tons of local freight carried	211,242
Total number of tons, through and local, carried.....	476,542
Average amount received for each ton of freight carried.....	\$1.81

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	29,059
Total number of tons of coal consumed during the year.....	4,362½

EARNINGS, RECEIPTS, EXPENSES, Etc.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers. {	Through. \$391,537 61		
	Local.... 360,391 37	Total.	\$751,928 98
Earnings from transportation of freight.... {	Through. 551,353 47		
	Local.... 350,909 35	Total.	902,262 82
Earnings from mail			33,343 27
Earnings from express.....			83,068 33
Earnings from other sources			28,616 88
Total earnings for the year.....			\$1,799,220 28
Receipts from sources other than earnings			41,079 00
Total receipts during the year.....			\$1,840,299 28

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY AND STRUCTURES.

Bridges—repairs of	\$5,705 46
Fences and gates—repairs of.....	3,854 13
Road-bed and road-way—repairs of.....	228,519 40
Stations—repairs of	13,522 25
Telegraph—repairs of.....	51 91
Water, wood and coal stations—repairs of.....	1,296 07
<hr/>	
Total	\$252,949 22
Expenses per mile of road for maintenance of way and structures during the year	1,290 56
Proportion of expenses for Ohio, according to miles of road in the State....	247,787 52

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$37,464 30
Engineers and firemen.....	98,174 71
Freight car repairs	77,597 93
Locomotive repairs	73,230 50
Oil, tallow and waste	23,141 37
Passenger and baggage car repairs.....	29,166 49
Shop expense	6,320 74
Tools and repairs of tools.....	1,363 28
Wood.....	96,300 00
<hr/>	
Total	\$442,759 32
Expense per mile of road for motive power and cars.....	2,258 97
Proportion of expense for Ohio according to miles of road in the State....	433,722 24

TABLE C.—TRANSPORTATION EXPENSES.

Baggage lost and damaged.....	71 50
Books, printing and stationery	10,540 18
Damages to property along the line.....	2,835 25
Foreign agents	37,489 42
Freight lost and damaged	6,751 21
Fuel and lights for stations.....	3,061 30
Gratuities.....	608 48
Incidentals.....	1,545 73
Loss by fire.....	216 85
Mail expense	1,578 30
Oil, tallow and waste.....	2,469 71
Overcharges on freight.....	100 93
Personal injuries	2,626 99
Station service	138,454 52
Station supplies.....	30,624 39
Telegraph expenses.....	8,550 55
Train service.....	63,814 10
Train supplies.....	14,649 88
<hr/>	
Total	\$325,989 29

Amount per mile of road of transportation expenses.....	\$1,663 21
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	319,336 32

TABLE D.—GENERAL EXPENSES.

General office expenses	\$2,670 70
Incidentals.....	7,602 89
Lease of other roads (give names of road and amount of rental for each).	
Dayton and Western	43,391 80
Columbus and Xenia	99,998 68
Legal department, attorneys' fees, etc.....	5,847 55
Office expenses.....	20 29
Printing and Stationery.....	2,324 76
Real estate—rent of	15,233 40
Revenue and postage stamps.....	903 90
Salaries of general officers.....	35,635 26
Taxes—State and National:	
State taxes—{ Ohio	\$34,360 16
{ Indiana	306 90
	<hr/>
National taxes	20,424 16
Total	<hr/> \$268,825 45
Amount per mile of road of general expenses	1,371 56
Proportion of general expenses for Ohio, according to miles of road in the State	263,339 52

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$1,799,220 23
----------------------------------	----------------

OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$252,949 22
(B) Motive power and cars.....	442,759 32
(C) Transportation expenses.....	325,989 29
(D) General expenses.....	268,825 45
Total operating expenses for the year.....	<hr/> \$1,290,523 28
Net earnings	<hr/> \$508,697 00

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$95,910 33
Tax on same.....	2,639 00
Other items of interest.....	2,890 77
Dividends on common stock, (rate per cent. 7½) Amount	289,206 00
Tax on same.....	15,221 38

New equipment	14,423 28
New buildings.....	8,834 99
Purchase of real estate	61,013 03
General construction.....	9,806 75
Total payments in addition to operating expenses.....	\$499,945 53
Total of operating expenses and other payments	\$1,790,468 81

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$1,840,299 28
Total of operating expenses and all other payments	1,790,468 81
Balance.....	\$49,830 47

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 196 miles for entire line, and 192 miles for Ohio.]

Proportion of earnings	(Amount per mile of road \$9,179 69)..	\$1,762,500 48
Proportion of operating expenses..(	" " 6,584 30)..	1,264,185 60
Proportion of net earnings.....(	" " 2,595 39)..	498,314 88
Proportion of total receipts.....(	" " 9,389 27)..	1,802,739 84
Proportion of total payments	" " 9,135 04)..	1,753,927 68
Proportion of balance.....(	" " 254 23)..	48,812 16

ANIMALS KILLED—IN OHIO.

The number and kind of farm animals killed and amount of damages paid therefor.

23 Cattle (6, for which \$200 was paid, were killed before July 1st, 1869).....	\$775 00
13 Horses (5, for which \$385 was paid, were killed before July 1st, 1869).....	975 00
20 Sheep	50 00
56 Total.....	\$1,800 00

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof during the year:

October 3, 1869. One employe injured, want of caution. Man fell off freight train in motion.

November 25, 1869. One employe injured, want of caution. Man injured coupling cars.

December 13, 1869. One employe injured, cause beyond his own control. Man injured by explosion of locomotive on wood train.

April 18, 1870. One person injured. Man on track with horse and cart.

April 26, 1870. One person killed. Boy playing on track.

June 4, 1870. One person killed. Man on track with horse and cart.

June 21, 1870. One person injured. Man walking on track; died June 22.

Total killed	2
Total injured—Employees.....	3
Others.....	2
	5

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Jos. C. Butler	Cincinnati, Ohio.
Chas. P. Cassilly	" "
W. H. Clement	" "
Edmund Dexter	" "
Henry Hanna	" "
L. B. Harrison	" "
H. J. Jewett	Columbus, Ohio.
Richard Lewis	Cincinnati Ohio.
J. H. Rogers	" "
Abraham Hivling	Xenia, Ohio.
Jos. R. Swan	Columbus, Ohio.
H. J. Jewett	President.
Chas. P. Cassilly	Secretary.
Jos. C. Butler	Treasurer.

Communications intended for this Company should be addressed as follows:
 Little Miami Railroad Company, Columbus, Ohio.

State of Ohio, County of Franklin, ss.:

J. Durand, General Superintendent of the Little Miami Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed,)

J. DURAND,
General Superintendent.

Subscribed and sworn to, before me, this 4th day of November, A. D. 1870.

GEO. B. WRIGHT,
Commissioner.

ANNUAL REPORT

OF THE

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY,

For the year ending June 30, 1870.

[The lines of this Company were, on July 1, 1869, leased to the Pennsylvania Railroad Company, and this report is made by the Lessee.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (Common).....	\$19,714,285 71
Increase of stock since June 30, 1869	8,214,285 71
Amount of stock per mile of road (468 3-10 miles main line).....	42,097 55
Proportion of stock for Ohio, according to miles of road in the State (251 3-10 miles main line)	10,579,114 31

DEBTS.

The amount of funded debt, (giving classes,) as follows :

1st mortgage bonds.....	\$5,250,000 00
2d mortgage bonds	5,160,000 00
3d mortgage bonds	2,000,000 00
Ohio and Penn. R. R. Co. bridge bonds.....	153,000 00
Equipment bonds.....	1,000,000 00
Pittsburgh, Ft. Wayne and Chicago R. R. construction bonds.....	100,000 00

Total amount of funded debt	\$13,663,000 00
The amount of floating debt	18,229 62
Decrease of floating debt since June 30, 1869	79,863 05

Total amount of funded and floating debts	\$13,681,229 62
Amount of debt per mile of road (468 3-10 miles main line)	29,214 67
Proportion of debt for Ohio, according to miles of road in the State (251 3-10 miles main line)	7,341,646 57
Total amount of stock and debt	\$33,395,515 33
Total amount of stock and debt per mile	71,312 22
Total amount of stock and debt for Ohio.....	17,920,760 88

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of entire road and equipment to this date, June 30, 1870	\$24,685,255 20
Cost of road and equipment per mile (468 3-10 miles main line).....	52,712 48
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (251 3-10 miles main line).....	13,246,646 22

AS TO CHARACTERISTICS OF THE ROAD, Etc.

ENTIRE LINE.

Total length of *entire* line and branches :

Main line.....	468.3 miles.
Branches (leased).....	35 miles.
	<hr/> 503.3 miles.

IN OHIO.

Length of single main track laid with iron.....	251.3 miles.
Length of branches, (naming each branch) stating whether they have single or double track, as follows :	

(Leased) Lawrence Branch—single track..... 8.4 miles.

Aggregate length of sidings and other tracks not above enumerated.....	68.3 miles.
--	-------------

Total length of iron embraced in preceding heads..... 328 miles.

How much of the road in Ohio is ballasted, and with what material :

The whole length ; with gravel.

BRIDGES IN OHIO.

Number of wooden bridges, and aggregate length in feet {	Number.....	40	
	Aggregate length	4,082	ft.
Number of iron bridges, and aggregate length in feet {	Number.....	8	
	Aggregate length	629	ft.
The greatest age of wooden bridges.....		10	yrs.
The average age of wooden bridges.....		6	yrs.

The number and kind of new bridges built during the year, (ending June 30, 1870), and length in feet, (by following table :)

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built: Date.
Two spans.....	Franklin Bridge....	Iron	132	June, 1870.
Two spans.....	Loudonville Bridge.	"	215	March, 1870.
One span.....	Kaylers Bridge.....	"	86	September, 1869.

ROAD UNFENCED IN OHIO.

The length of road unfenced on either side, and the reason therefor :

Thirty miles—now being built.

Length of road fenced during the past year (ending June 30,) and cost per rod :

Eight miles ; cost, \$1.70 per rod.

EQUIPMENT.

Number of locomotives	221
Number of passenger cars.....	119
Number of express and baggage cars.....	54
Number of freight cars	3,334
Number of other cars	56
Total number of persons employed in operating the road in Ohio.....	1,620

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion.....	50
Average rate of same, including stops.....	35
The highest rate of speed allowed by mail and accommodation trains when in motion	30
Average rate of same, including stops.....	23
The highest rate of speed allowed by freight trains when in motion.....	15
Average rate of same, including stops.....	11

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distances passengers are carried (5 miles and under).....	5	.....	.....
Highest rate per mile for distances more than 5 and less than 15 miles	4	.....	.....
Highest rate per mile for distances more than 15 and less than 30 miles	3½	.....	.....
Highest rate per mile for distances more than 30 and less than 50 miles	3½	.....	.....
Highest rate per mile for distances more than 50 and less than 100 miles	3½	.....	.....
Highest rate per mile for the whole length of your main road in Ohio	3½	.....	.....
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State.....	3	2	*1¼

* Emigrants.

FREIGHT.

The rate per ton per mile charged for the various classes of freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	34	34	34	30	25
Highest rate per ton per mile for distances of more than 5 and less than 15 miles.....	9	9	8½	8	7
Highest rate per ton per mile for distances of more than 15 and less than 30 miles.....	5	5	4½	4	3½
Highest rate per ton per mile for distances of more than 30 and less than fifty miles.....	5	4½	4	4	3
Highest rate per ton per mile for distances of more than 50 and less than 100 miles.....	5	4½	4	3½	3
Highest rate per ton per mile for the whole length of your main road in Ohio.....	4	3½	3	2¾	2
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State.....	3	2¾	2.4	1¾	1½

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of re-rolled iron rail laid during the year 38 3-10 miles.

How much steel rail have you, and how long laid? { Length.....4 miles, { $2\frac{1}{2}$ miles,
 { How long laid 4 years. ' { 3 years.

What is the relative durability and value of steel rails compared with iron, as used on your road?

Have not sufficiently tested, to fully decide. What steel rails ($6\frac{1}{4}$ miles) are down, have already worn equal to three sets of iron rails, and are apparently as good as when laid.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains	1,548,242
The number of miles run by locomotives hauling freight trains	3,381,095
The number of miles run by locomotives hauling construction and other trains not named above.....	304,914
Total mileage of locomotives.....	5,234,251

CARS.

The number of miles run by passenger cars.....	6,271,906
The number of miles run by express and baggage cars.....	2,225,051
The number of miles run by freight cars.....	40,817,436
The number of miles run by caboose cars.....	2,416,956
Total mileage of cars.....	51,776,349

DOINGS IN TRANSPORTATION.

PASSENGERS.

Number of passengers, of all classes, carried in cars.....	1,857,949
Total miles traveled by passengers, or number of passengers carried one mile.....	97,058,901
Average number of miles traveled by each passenger carried.....	52½
Average amount received from each passenger carried.....	\$1 41
Average amount <i>per mile</i> received from each passenger carried	2 7-10 cents.

FREIGHT.

The number of tons of through freight carried	717,694
The number of tons of local freight carried	910,622
Total number of tons, through and local, carried.....	1,628,316
Total number of tons of freight carried one mile.....	298,787,923
Average amount received for each ton of freight carried.....	\$2 88
Average amount per mile received for each ton of freight carried	1 6-10 cts.

MISCELLANEOUS.

Total number of cords of wood consumed during the year, in Ohio.....	24,310
Total number of tons of coal consumed during the year, "	71,075

EARNINGS, EXPENSES, Etc.

EARNINGS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers. { Through..\$1,273,002 99	
Local.....1,346,215 04	Total..\$2,619,218 03
Earnings from transportation of freight { Through. 3,211,920 94	
Local.....1,485,630 55	Total. 4,697,551 49
Earnings from mail.....	93,900 00
Earnings from express	132,141 00
Earnings from other sources.....	106,702 74
Total earnings for the year	\$7,649,513 26

EXPENSES OF OPERATING THE ROAD.

TABLE A—MAINTENANCE OF WAY AND STRUCTURES.

Ballast.....	\$110,227 85
Bridges—repairs of	60,473 82
Buildings—repairs of.....	2,121 82
Cars, road and hand—used in maintenance of way	10,180 74
Chairs, spikes, bolts and splices	45,694 52
Crossings (public road) and signs.....	48,180 79
Cross-ties	127,795 72
Frogs.....	20,635 92
Incidentals	7,158 83
Iron rails—new, and re-rolling, splicing, mending and repairing.....	320,057 69
Machinery and tools—repairs of.....	16,553 50
Masonry—repairs of (included in repairs of bridges).	
Oil, tallow and waste.....	5,923 25
Snow and ice—removing.....	7,066 58

232 PITTSBURGH, FT. WAYNE & CHICAGO R'Y.

Superintendence and supervisors	12,176 99
Switches	12,862 78
Telegraph—repairs of.....	1,104 34
Track—repairs of.....	220,041 83
Watchmen—track and bridge	53,942 21
Total	<u>\$1,081,749 18</u>
Expense per mile of road for maintenance of way and structures during the year.....	2,309 95
Proportion of transportation expenses for Ohio, according to miles of road in the State.....	580,490 43

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$133,854 34
Engineers and firemen	293,040 35
Freight car repairs	304,367 19
Fuel for engine houses and shops.....	23,919 11
Incidentals	12,545 12
Laborers in shops	79,500 14
Locomotive repairs.....	263,662 80
Oil, tallow and waste.....	59,053 01
Passenger and baggage car repairs	136,822 67
Shop expense.....	14,552 88
Stationery and printing.....	804 08
Superintendence.....	3,004 10
Tools and repairs of tools.....	28,127 99
Watchmen	8,844 56
Water, wood and coal stations—expenses of.....	48,071 71
Wood cars—repairs of.....	1,087 47
Wood	332,675 28
Total	<u>\$1,743,932 80</u>
Expenses per mile of road for motive power and cars.....	3,723 97
Proportion of expense for Ohio, according to miles of road in the State..	935,833 66

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies	\$85,419 45
Baggage lost and damaged.....	231 48
Books, printing and stationery.....	35,751 37
Car cleaning and inspecting.....	33,436 27
Car service (mileage).....	66,185 14
Cattle killed.....	3,816 55
Clerks	106,127 48
Damages to property along the line—(included in cattle killed.)	
Foreign agents	98,917 73
Freight lost and damaged.....	11,084 07
Fuel and lights for cars.....	13,978 85
Fuel and lights for stations	20,255 67
Incidentals	15,876 80

Mail expense	\$3,562 00
Oil, tallow and waste	28,649 66
Personal injuries	4,904 07
Rents	58,037 06
Station service	144,091 00
Station supplies	15,051 41
Superintendence	13,320 74
Telegraph expenses	69,357 04
Train service	349,836 94
Total	<u>\$1,177,890 78</u>
Amount per mile of road of transportation expenses	2,515 25
Proportion of transportation expenses for Ohio, according to miles of road in the State	632,082 32

TABLE D.—GENERAL EXPENSES.

Clerks	\$23,932 20
Fuel and lights	994 19
General office expenses	977 75
Incidentals	4,792 85
Interest and exchange	1,762 64
Legal department, attorneys' fees, etc	15,615 62
Office expenses	364 14
Printing and stationery	3,063 73
Salaries of general officers	16,500 04
Taxes—State and National:	
State taxes	{ Ohio—Paid by Lessee \$337 35
	{ " P., Ft. W. & C. R'y Co... 106,600 41
	{ Indiana—Paid by Lessee 801 77
	{ " P., Ft. W. & C. R'y Co. 11,120 63
	{ Illinois—Paid by Lessee 1,013 48
	{ " P., Ft. W. & C. R'y Co. 23,131 98
	{ Pennsylvania—Paid by Lessee..... 8,797 90
	{ Paid by P., Ft. W. & C. R'y Co. 15,868 08
National taxes ...	{ Paid by Lessee..... 66,333 42
	{ " P., Ft. W. & C. R'y Co 15,319 67
	<hr/> 249,330 69
Total	\$322,333 85
Amount per mile of road of general expenses	688 30
Proportion of general expenses for Ohio, according to miles of road in the State	172,969 79

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year	\$7,649,513 26
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OPERATING EXPENSES.

(A) Maintenance of way and structures	\$1,081,749 18	
(B) Motive power and cars.....	1,743,932 80	
(C) Transportation expenses	1,177,890 78	
(D) General expenses.....	322,333 85	
Total operating expenses for the year.....		4,325,906 61
Net earnings		3,323,606 65

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$1,022,133 33	
Tax on same	2,807 01	
Dividends on common stock	\$1,380,000 00	
Tax on same.....	72,631 56	
	<hr/>	1,452,631 56
New equipment	240,775 62	
New buildings.....	79,420 90	
Purchase of real estate.....	4,055 80	
General construction.....	288,194 83	
Total payments in addition to operating expenses.....		\$3,090,019 10
Total of operating expenses and other payments.....		7,415,925 71

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$7,649,513 26
Total of operating expenses and all other payments	7,415,925 71
Balance.....	\$233,587 55

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on 468 3-10 miles, entire main line, and 251 3-10 miles in Ohio.]

Proportion of earnings.....(Amount per mile of road, \$16,331 64)..	\$4,104,895 03
Proportion of operating expenses.(" " " 9,237 47)..	2,321,376 21
Proportion of net earnings.....(" " " 7,097 17)..	1,783,518 82
Proportion of total payments(" " " 15,835,84)..	3,979,546 59
Proportion of balance	(" " " 498 80).. 125,348 44

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Union Line Express Company.

The Pittsburgh, Fort Wayne and Chicago Railway Company agree to carry for the Union Line Express Company 21,000 pounds of express freight daily, between Pittsburgh and Chicago, for which they are to receive \$300 per day, any excess over this amount to be charged at \$1.50 per 100 pounds.

American Merchants' Union Express Company.

The Pittsburgh, Fort Wayne and Chicago Railway Company agree to carry for the American Merchants' Union Express Company 10,000 pounds of express freight daily, between Pittsburgh and New Castle, Pa., for which they are to receive \$32.50 per day, any excess over the 10,000 pounds daily to be settled by a monthly average, and charged at the rate of 30 cents per hundred pounds.

What freight or transportation companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Union R. R. and Transportation Company, and Empire Transportation Company.

The transportation companies are to establish and maintain, at their own expense, independent and efficient agencies in the principal cities of the East and West, and generally to co-operate with the officers of the company in establishing the line in public favor, furnish their own cars and keep them in repair, subject to the approval of the car inspector of the railway company, pay all expenses, including loss and damage of freight connected with the shipment and delivery of freight, and pay to the railway company certain specified rates, which rates are based upon an average of the prevailing rates charged by the railway company for similar freight.

The railway company pay to the transportation companies three mills per ton per mile in one case, and two cents per mile per car in the other, for the use of their cars, and have a general supervision of the rates and the business.

ANIMALS KILLED IN OHIO.

The number and kind of farm animals killed, and the amount of damages paid therefor.

33 Horses, colts and mules.....	_____
31 Bulls, oxen and steers.....	_____
130 Cows and heifers.....	_____
5 Calves.....	_____
9 Hogs.....	_____
104 Sheep.....	_____
312 Total.....	\$2,735 00

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year:

July 4, 1869. One person killed. Hiram Bair threw himself before engine at Bucyrus and was instantly killed.

July 7, 1869. One person killed. Timothy Enright, lying on track at Lima, run over and injured, causing death next day.

July 27, 1869. One person injured. Jacob Schrieber was walking on track near Glenville; struck by engine and arm fractured.

August 4, 1869. One person injured. John Lowden was lying on the track drunk near Dunkirk, O.; very seriously injured.

September 4, 1869. One person killed. Moses Woodside; attempted to drive across track at Bucyrus, O.; was struck and instantly killed.

September 15, 1869. One employe injured, want of caution. J. L. Gruber, brakeman, foot smashed at Kirby, O., while uncoupling cars.

August 12, 1869. One person killed. D. Riffell, boy, tried to run between cars while shifting, caught between bumpers.

October 17, 1869. One employe injured, want of caution. W. G. Peters, hand mashed coupling.

October 18, 1869. One employe injured, want of caution. A. Horner, jumped from engine; leg broken.

October 18, 1869. One person injured. Peter Bissinger, caught between two cars on siding at Bucyrus; slightly injured; he was drunk.

October 25, 1869. One employe injured, want of caution. Elsey Sloane, conductor; leg broken in two places at Bucyrus, O.; caught his foot and fell under cars.

November 9, 1869. One employe injured, want of caution. Henry Binkley, brakesman, in coupling cars at Sandusky; had two fingers cut off.

November 12, 1869. One employe injured, want of caution. W. Emerson; hand mashed coupling.

November 24, 1869. One employe killed, want of caution. J. W. Fisher, conductor; killed coupling.

December 2, 1869. One person killed. S. Snyder, in wagon, struck by train.

December 3, 1869. One employe injured, want of caution. Stephen Rowan, brakesman; finger smashed coupling cars at Lima.

December 9, 1869. One employe injured, want of caution. J. Williams; hand mashed coupling.

December 4, 1869. One passenger killed, want of caution. Wm. McCreery; got off train when in motion.

December 9, 1869. One person injured. Samuel Stringfellow; attempted to jump on train at Lima and fell under cars; both feet mashed.

December 12, 1869. One employe injured, want of caution. John Repine, brakesman, head caught between two cars at Crestline and severely injured.

February 14, 1870. One employe injured, want of caution. J. Sharp; arm broken coupling.

February 16, 1870. One person killed. Isaac Phillips was walking on track $2\frac{1}{2}$ miles east of Delphos; he got off track out of way of train, which, unknown to him, had broken in two; he stepped on track again in front of hind part, and was instantly killed.

February 18, 1870. One employe injured, want of caution. John Longfield, brakeman; both legs broken at Crestline, switching cars.

April 5, 1870. One person killed. T. Fallon; fell from car.

April 21, 1870. One person injured. Henry Armstrong, sitting on end of tie, near Kirby, Ohio; was struck by steps of passenger car and badly injured about the head and shoulders.

May 21, 1870. One person killed. E. Williams; fell from car.

May 26, 1870. One person killed. Wino Rood, deaf; was walking on track, was struck by express train and instantly killed, near Nevada, Ohio.

May 27, 1870. One employe injured, want of caution. C. Smallhouse, brakesman; hand smashed coupling cars at Nevada, Ohio.

June 10, 1870. One employe injured, want of caution. T. F. Drake, brakesman; foot smashed by being caught between two cars at Lima.

Total killed—

Passengers	1
Employe	1
Others	9—11
Total injured—	
Employees	13
Others	5—18

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Geo. W. Cass.....	Pittsburgh, Pa.
Springer Harbaugh.....	Pittsburgh, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
Jno. L. Dawson	New Geneva, Fayette county, Pa.
J. F. D. Lanier	New York.
Louis H. Meyer.....	New York.
Samuel J. Tilden	New York.
Pliny Hoagland	Fort Wayne, Indiana.
Jessie L. Williams	Fort Wayne, Indiana.
Kent Jarvis	Massillon, Ohio.
R. R. Springer.....	Cincinnati, Ohio.
John Sherman.....	Mansfield, Ohio.
Geo. W. Cass	President.
F. M. Hutchinson.....	Secretary and Treasurer.
J. N. McCullough.....	General Manager of Lessee.
Thos. D. Messler.....	Comptroller, “
J. P. Henderson	Cashier, “
Jas. P. Farley.....	Auditor, “
F. R. Myers	General Ticket Agent, Lesse.
W. P. Shinn	General Freight Agent, “

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, Comptroller of the Pittsburgh, Fort Wayne and Chicago Railway being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

THOS. D. MESSLER,
Comptroller.

Subscribed and sworn to, before me, this eighth day of September, A. D., 1870.

THOS. M. BLAIR,
Notary Public.

[SEAL.]

ANNUAL REPORT

OF THE

ROCKY RIVER RAILROAD COMPANY,

For the year ending June 30, 1870.

[ROAD ALL IN OHIO.]

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in (common).....	\$74,775 08
The amount of capital stock unpaid.....	5,224 92
Total amount of stock.....	\$80,000 00
Amount of stock per mile of road (5 53-100 miles)	14,466 54

DEBTS.

The amount of funded debt, (giving classes,) as follows:	
First mortgage bonds.....	\$30,000 00
The amount of floating debt	5,294 32
Decrease of floating debt since June 30, 1869	1,620 46
Total amount of funded and floating debts.....	\$35,294 32
Decrease of funded and floating debt since June 30, 1869.....	1,620 46
Amount of debt per mile of road (5 53-100 miles)	6,382 33
Total amount of stock and debt.....	\$115,294 32
Total amount of stock and debt per mile.....	20,848 88

AS TO COST OF ROAD AND EQUIPMENT.

Cost of construction.....	\$79,571 12
Cost of right of way	3,587 90
Cost of equipment	18,874 68
All other items embraced in cost of road and equipment not embraced in three preceding questions.....	9,646 90
Total cost of entire road and equipment to this date, June 30, 1870...	\$111,680 60
Cost of road and equipment per mile (5 53-100 miles)	20,195 40

AS TO CHARACTERISTICS OF THE ROAD, ETC.

LENGTH OF LINE.

	Miles.
Length of single main track laid with iron	5.53
Aggregate length of siding and other tracks not above enumerated .....	.26
Total length of iron embraced in preceding heads	5.79

EQUIPMENT.

Number of locomotives	2
Number of passenger cars	5
Number of other cars	2
Total number of persons employed in operating the road	7

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed by express passenger trains when in motion ..	20
Average rate of same, including stops	12

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for passengers, charged for the respective classes per mile :	
Highest rate per mile for the shortest distance passengers are carried, first class	3.6 cents.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles ran by locomotives hauling passenger trains	35,000
---	--------

CARS.

The number of miles run by passenger cars	40,000
---	--------

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars	140,000
Total miles traveled by passengers, or number of passengers carried one mile ..	700,000
Average amount received from each passenger carried	10 cents.

MISCELLANEOUS.

Total number of cords of wood consumed during the year	16
Total number of tons of coal consumed during the year	212

EARNINGS, RECEIPTS, EXPENSES. &c.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers	\$14,444 33
Receipts from other sources than earnings	1,456 75
Total receipts during the year	\$15,901 08

EXPENSES OF OPERATING THE ROAD.

Conductors.....	\$836 40
Engineers.....	2,181 69
Brakemen	399 00
Wipers.....	284 06
Police.....	255 85
Superintendent.....	752 00
Ticket agents	119 36
Incidentals.....	208 17
Repairs of cars	107 79
Repairs of engines.....	213 63
Repairs of track.....	1,152 84
Damages to persons	86 00
Damages to property.....	15 00
Oil	227 45
Fuel	1,163 15
Office expenses	201 74
Advertising	217 00
Insurance	70 00
Printing and stationery.....	40 00
Revenue and postage stamps.....	14 22
Taxes— { State	245 22
{ National.....	393 28
Salaries of general officers	500 00
Total	<u>\$9,683 85</u>

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$14,444 43
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OPERATING EXPENSES.

Total of operating expenses for the year.....	<u>\$9,683 85</u>
Net earnings	\$4,760 48

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year :

Interest on bonds.....	\$2,047 50
Tax on same.....	52 50
Other items of interest.....	373 80
General construction.....	<u>1,044 87</u>

Total payments in addition to operating expenses.....	<u>\$3,518 67</u>
Total of operating expenses and other payments	\$13,202 52

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources	\$15,901 08
Total of operating expenses and all other payments	13,202 52
Balance	2,698 56

AMOUNTS PER MILE OF ROAD.—(5 53-100 MILES.)

Amount of earnings per mile of road	\$2,611 99
Amount of operating expenses per mile of road	1,751 15
Amount of net earnings per mile of road	860 84

ANIMALS KILLED.

The number and kind of farm animals killed, and amount of damages paid therefor:
7 sheep—not yet paid for.

ACCIDENTS.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year.

June 4, 1869. One person killed. William A. Reson, jumped on to the train while in slow motion, and fell between engine and car, near the Cliff House.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
Ezra Nicholson	Cleveland, Ohio.
J. M. Coffinberry	" "
Elias Sims	" "
J. H. Sargent	" "
Jno. Spalding	" "
P. G. Watmough,	" "
Chas. Pease	" "
Ezra Nicholson	President.
Chas. Pease	Secretary.
J. H. Sargent	Treasurer.
Geo. G. Mulhern	Superintendent.

Communications intended for this Company should be addressed as follows:

Rocky River Railroad Company, Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss.:

Ezra Nicholson, President of the Rocky River Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

E. NICHOLSON,

President.

Subscribed and sworn to before me, this 30th day of August, A. D. 1870.

BELDEN SEYMOUR,

Notary Public.

[SEAL]

ANNUAL REPORT

OF THE

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY,

For the year ending June 30, 1879.

AS TO STOCK AND DEBTS.

CAPITAL STOCK.

The amount of capital stock paid in—	{ Common	\$7,500,000 00
	{ Preferred	1,000,000 00
Total amount of stock		\$8,500,000 00
Increase of stock since June 30, 1869		1,500,000 00
Amount of stock per mile of road (521 miles)		16,314 78
Proportion of stock for Ohio, according to miles of road in the State (75½ miles)		1,231,765 89

DEBTS.

The amount of funded debt, (giving classes,) as follows:		
First mortgage bonds		\$6,700,000 00
Second mortgage bonds		5,000,000 00
Equipment bonds		600,000 00
Consolidation mortgage bonds		2,700,000 00
Total amount of funded debt		\$15,000,000 00
Amount of debt per mile of road (521 miles)		28,790 78
Proportion of debt for Ohio, according to miles of road in the State (75½ miles)		2,173,703 89
Total amount of stock and debt		23,500,000 00
Total amount of stock and debt per mile		45,105 57
Total amount of stock and debt for Ohio		3,405,469 78

AS TO COST OF ROAD AND EQUIPMENT.

Total cost of entire road and equipment to this date, June 30, 1879	\$23,500,000 00
Cost of road and equipment per mile (521 miles)	45,105 57
Proportion of cost of road and equipment for Ohio, according to miles of road in the State (75½ miles)	3,405,469 78

AS TO CHARACTERISTICS OF THE ROAD, Etc.

ENTIRE LINE.

Total length of *entire* line and branches :

Main Line	476 miles.	
Branches.....	45 miles.	
		<hr/> 521 miles.

IN OHIO.

Length of single main track laid with iron	75½ miles.
Aggregate length of sidings and other tracks not above enumerated....	10 miles.
	<hr/>
Total length of iron embraced in preceding heads.....	85½ miles.
How much of the road in Ohio is ballasted and with what material?	
Ohio Division—sand.	

BRIDGES—IN OHIO.

Number of wooden bridges, and aggregate length in feet :

Number	15
Aggregate length.....	3,639 feet.

Number of wooden trestles, and aggregate length in feet :

Number.....	3
Aggregate length.....	1,200 feet.

The greatest age of wooden bridges.....	9 yrs.
The average age of wooden bridges.....	5 yrs.
The greatest age of wooden trestles.....	8 yrs.

ROAD UNFENCED IN OHIO.

The length of road unfenced on either side and the reason therefor :

Four miles. No funds to spare.

Length of road fenced during the past year (ending June 30,) and cost per rod.

One mile. About \$2.00.

EQUIPMENT.

Number of locomotives.....	115
Number of passenger cars.....	50
Number of express and baggage cars	29
Number of freight cars	2,177
Number of other cars	78
Total number of persons employed in operating the road in Ohio.....	725

SPEED OF TRAINS.

	Miles per hour..
The highest rate of speed allowed by express passenger trains when in motion....	32
Average rate of same, including stops	24
The highest rate of speed allowed by mail and accommodation trains when in motion	26
Average rate of same, including stops	20
The highest rate of speed allowed by freight trains when in motion	18
Average rate of same, including stops	12

RATES FOR TRANSPORTATION.

PASSENGERS.

The rate of fare for Passengers, charged for the respective classes per mile.	First class.	Sec'nd class.	Third class.
	Cents.	Cents.	Cents.
Highest rate per mile for the shortest distance passengers are carried	5	-----	-----
Highest rate per mile for distances more than 5 and less than 15 miles	4	-----	-----
Highest rate per mile for distances more than 15 and less than 30 miles	3½	-----	-----
Highest rate per mile for distances more than 30 and less than 50 miles	3½	-----	-----
Highest rate per mile for distances more than 50 and less than 100 miles	3½	2½	1
Highest rate per mile for the whole length of your main road in Ohio	3½	2½	1
Highest rate per mile for <i>through</i> passengers, that is those passing from and over your line to points on the lines of other companies or points beyond the State	3.46	2.23	1

FREIGHT.

The rate per ton per mile charged for the various classes of Freight—through and local.	First class.	Sec'nd class.	Third class.	Fourth class.	Fifth class.
	Cents.	Cents.	Cents.	Cents.	Cents.
Highest rate per ton per mile for the shortest distance freight is carried	40	33	27	22	-----
Highest rate per ton per mile for distances of more than 5 and less than 15 miles	28	23	18	16	-----
Highest rate per ton per mile for distances of more than 15 and less than 30 miles	16	12	11	9	-----
Highest rate per ton per mile for distances of more than 30 and less than 50 miles	13	10	8	7	-----
Highest rate per ton per mile for distances of more than 50 and less than 100 miles	9	7	6	5	-----
Highest rate per ton per mile for the whole length of your main road in Ohio	9	7	6	5	-----
Highest rate per ton per mile for <i>through</i> freight, that is freight passing from and over your line to points on the lines of other companies or points beyond the State	3	2½	2	1½	1½

DOINGS OF THE YEAR ENDING JUNE 30, 1870.

IRON LAID.

The length of new iron rail laid during the year	11¼ miles.
The length of re-rolled iron rail laid during the year	22 "
The length of spliced and mended iron laid during the year	22½ "
How much steel rail have you, and how long laid ?	
Length	5½ "
How long laid	2½ years.

MILEAGE OF LOCOMOTIVES AND CARS.

LOCOMOTIVES.

The number of miles run by locomotives hauling passenger trains.....	655,110
The number of miles run by locomotives hauling freight trains	2,500,250
The number of miles run by locomotives hauling mixed trains	50,000
The number of miles run by locomotives hauling construction and other trains not named above.....	350,000
Total mileage of locomotives.....	3,555,360

CARS.

The number of miles run by passenger cars.....	1,610,220
The number of miles run by express and baggage cars.....	1,320,200
The number of miles run by freight cars.....	37,500,375
The number of miles run by caboose cars	833,420
The number of miles run by cars in construction and other trains not named above	1,757,500
Total mileage of cars.....	43,021,715

DOINGS IN TRANSPORTATION.

PASSENGERS.

The number of passengers, of all classes, carried in cars.....	665,234
Total miles traveled by passengers, or number of passengers carried one mile (no record).	
Average number of miles traveled by each passenger carried..... (")	
Average amount received from each passenger carried.....	\$1 87
Average amount <i>per mile</i> received from each passenger carried.....	(no record).

FREIGHT.

The number of tons of through freight carried.....	253,726
The number of tons of local freight carried	541,314
Total number of tons, through and local, carried.....	795,040
Total number of tons of freight carried one mile	(no record).
Average amount received for each ton of freight carried.....	\$3 18
Average amount <i>per mile</i> received for each ton of freight carried	(no record).

MISCELLANEOUS.

Total number of cords of wood consumed during the year.....	40,000
Total number of tons of coal consumed during the year	39,000

EARNINGS, RECEIPTS, EXPENSES, Etc.

EARNINGS AND RECEIPTS FOR THE YEAR ENDING JUNE 30, 1870.

Earnings from transportation of passengers.	{ Through. \$319,652 88	
	{ Local.... 922,058 00	Total. \$1,241,710 88
Earnings from transportation of freight....	{ Through. 887,014 72	
	{ Local.... 1,641,192 34	Total. 2,528,207 06
Earnings from mail.....		72,049,98

Earnings from express.....	78,500 00
Earnings from other sources	25,774 93
Total earnings for the year.....	\$3,946,242 85
Receipts from sources other than earnings	1,240,672 58
Total receipts for the year	5,186,915 43

EXPENSES OF OPERATING THE ROAD.

TABLE A.—MAINTENANCE OF WAY STRUCTURES.

Bridges—repairs of	\$53,130 66
Buildings—repairs of	38,856 67
Chairs, spikes, bolts and splices.....	57,047 02
Cross-ties	111,304 30
Fences and gates—repairs of.....	7,345 74
Incidentals.....	17,165 58
Iron rails—re-rolling, splicing, mending and repairing	310,957 40
Masonry—repairs of	10,441 55
Track—repairs of.....	513,442 81
Watchmen—track and bridge, porters, switchmen and laborers.....	195,209 29
Total	\$1,314,901 02
Expenses per mile of road for maintenance of way and structures during the year.....	2,523 80
Proportion of expenses for Ohio, according to miles of road in the State....	190,546 90

TABLE B.—MOTIVE POWER AND CARS.

Coal	\$104,353 61
Engineers and fireman	168,420 59
Freight car repairs	168,170 58
Locomotive repairs	202,883 06
Oil, tallow and waste	57,235 46
Passenger and baggage car repairs.....	86,509 03
Rents of locomotives	16,819 49
Tools and repairs of tools	14,641 12
Wood	191,422 63
Total	\$1,010,455 57
Expense per mile of road for motive power and cars	1,939 45
Proportion of expense for Ohio according to miles of road in the State.....	146,428 48

TABLE C.—TRANSPORTATION EXPENSES.

Advertising and agencies.....	\$58,875 31
Baggage lost and damaged	215 00
Car service (mileage).....	9,685 09
Cattle killed	26,862 76
Commissions	11,499 04
Ferriage	23,513 89
Freight lost and damaged	18,008 59

Incidentals	\$936 85
Mail expense.....	1,488 00
Personal injuries	11,853 05
Printing and stationery.....	19,175 16
Station service and station laborers.....	329,349 25
Telegraph expenses.....	38,590 36
Train service.....	133,877 11
Total	<u>\$683,934 46</u>
Amount per mile of road of transportation expenses.....	1,312 73
Proportion of transportation expenses for Ohio, according to miles of road in the State	99,111 12

TABLE D.—GENERAL EXPENSES.

General office expenses.....	\$46,106 71
Insurance	15,505 43
Lease of other roads (give names of road and amount of rental for each):	
C., B. and Quincy R. R.....	40,000 00
T., P. and Warsaw R. R.....	10,000 00
Legal department, attorneys' fees, etc.....	14,584 47
Real estate—rent of.....	12,616 57
Rent of tracks.....	56,040 74
Salaries of general officers.....	23,572 96
Taxes, State and National:	
State taxes.. { Ohio	\$16,872 88
{ Indiana	28,952 50
{ Illinois	45,642 25
	<u>91,467 63</u>
National taxes.....	31,638 04
United States Internal Revenue stamps.....	1,431 00
Profit and loss.....	2,086 68
Discount and exchange.....	101 47
Total	<u>\$345,151 70</u>
Amount per mile of road of general expenses	662 48
Proportion of general expenses for Ohio, according to miles of road in the State	50,017 24

RECAPITULATION OF EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Total earnings for the year.....	\$3,946,242 85
----------------------------------	----------------

OPERATING EXPENSES.

(A) Maintenance of way and structures.....	\$1,314,901 02
(B) Motive power and cars.....	1,010,455 57
(C) Transportation expenses	683,934 46
(D) General expenses	345,151 70
Total operating expenses for the year.....	<u>\$3,354,442 75</u>
Net earnings.....	<u>\$591,800 10</u>

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

The following payments, not properly chargeable to operating expenses, have been made during the year:

Interest on bonds.....	\$1,071,210 00	
Interest on preferred stock, (rate per cent., 7—amount....	70,000 00	
New equipment.....	181,035 27	
New buildings.....	93,993 77	
General construction.....	416,233 64	
Total payments in addition to operating expenses		1,832,472 68
Total of operating expenses and other payments		\$5,186,915 43

RECAPITULATION OF RECEIPTS AND PAYMENTS.

Total receipts from earnings and all other sources.....	\$5,186,915 43
Total of operating expenses and all other payments.....	5,186,915 43

PROPORTIONS FOR OHIO AND AMOUNTS PER MILE OF ROAD.

[Apportionments made on a basis of 521 miles for entire line, and 75½ miles for Ohio.]

Proportion of earnings	(amount per mile of road, \$7,574, 36) ..	\$571,864 18
Proportion of operating expenses. (" " "	6,438 47) ..	486,104 48
Proportion of net earnings.....(" " "	1,135 89) ..	85,759 70
Proportion of total receipts	(" " " 9,955 69) ..	751,654 59
Proportion of total payments....(" " "	9,955 69) ..	751,654 59

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road, and on what terms as to rates, use of track, machinery, repair of cars, etc.?

United States Express Company—\$250 per day.

What freight or transportation companies run on your road and on what terms as to rates, use of track, machinery, repair of cars, etc.?

Red Line.

South Shore Line.

Empire Line.

Compensation is under a contract rate for freight, pro-rata.

Railroad Company haul their cars, and pay all damages to same caused by them.

ANIMALS KILLED.

The number and kind of farm animals killed and amount of damages paid therefor.

15 Steers	} Amount paid.. \$2,510 50
24 Cows.....	
13 Heifers.....	
3 Horses.....	
55.....	

ACCIDENTS IN OHIO.

A statement of all casualties resulting in injuries to persons, and the extent and cause thereof, during the year:

April 21, 1870. Two employes killed and one injured (causes beyond their own control). Wm. Darker, engineer, and James Clark, fireman, on engine awaiting the time for the departure of train, and were killed by explosion of engine. James Aldrich, brakeman, standing on car attached to the engine, was scalded.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.
A. Boody	New York.
J. H. Knox	"
A. M. White	"
Wm. Kidd	"
A. B. Baylis	"
W. J. Schenck	"
H. F. Clark	"
Wm. Mason	Taunton, Mass.
Geo. Cecil	Logansport, Ind.
James Spears	Lafayette, "
C. M. Smith	Springfield, Ill.
C. A. Savage	Quincy, "
E. B. Phillips	Chicago, "
A. Stone	Cleveland, Ohio.
J. N. Drummond	Toledo, "
A. Boody	President.
J. N. Drummond	Vice President.
W. B. Corneau	Secretary and Treasurer.
E. D. Mason and T. L. Dunn	Engineers.
G. H. Burrows	Superintendent.
J. M. Parsons	General Ticket Agent.
J. B. Carson	General Freight Agent.

Communications intended for this Company should be addressed as follows:

J. N. Drummond, Vice President, Toledo, Ohio.

State of Ohio, County of Lucas, ss.

John N. Drummond, Vice President of the Toledo, Wabash and Western Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

J. N. DRUMMOND,

Vice President.

Subscribed and sworn to, before me, this twentieth day of September, A. D. 1870.

CHARLES DODGE,

Notary Public of said County.

[SEAL.]

TABULATED RESULTS

COMPILED FROM THE FOREGOING

REPORTS OF RAILROAD COMPANIES,

FOR THE YEAR ENDING JUNE 30, 1870.

TABLE A.—AS TO STOCK AND DEBTS.

Names of Companies.	CAPITAL STOCK.				Proportion of stock for Ohio, according to miles of road in the State.
	The amount of capital stock paid in.	The amount of capital stock unpaid.	Total amount of stock.	Amount of stock per mile of road.	
Atlantic and Great Western Railway.....	\$29,598,695 38	401,304 62	\$30,000,000 00	\$70,422 53	\$17,711,266 29
Cleveland and Mahoning Railroad.....	2,056,750 00	.....	2,056,750 00	27,423 33	2,056,750 00
Carrollton and Oneida.....	14,400 00	.....	14,400 00	1,200 00	14,400 00
Central Ohio Railroad.....	3,000,000 00	.....	3,000,000 00	21,897 81	3,000,000 00
Sandusky, Mansfield and Newark Railroad.....	910,623 00	.....	910,623 00	7,850 20	910,623 00
Cincinnati and Baltimore Railroad.....	163,550 00	336,450 00	500,000 00	21,275 59	500,000 00
Cincinnati, Hamilton and Dayton Railroad.....	3,500,000 00	.....	3,500,000 00	58,333 33	3,500,000 00
Dayton and Michigan Railroad.....	2,302,139 62	.....	2,392,139 62	16,846 05	2,392,139 62
Cincinnati, Richmond and Chicago Railroad.....	382,600 00	.....	382,600 00	10,627 75	382,600 00
Cincinnati and Indiana Railroad.....	500,000 00	1,500,000 00	2,000,000 00	97,500 98	2,000,000 00
Cincinnati and Muskingum Valley Railroad.....	.....	(a)	4,000,000 00	30,303 03	4,000,000 00
Cincinnati, Sandusky and Cleveland Railroad.....	2,967,800 00	.....	2,967,800 00	17,355 56	2,967,800 00
Columbus, Springfield and Cincinnati Railroad.....	(a)	(a)	1,500,000 00	33,333 33	1,500,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	11,620,000 00	.....	11,620,000 00	29,718 67	9,123,631 69
Cleveland, Mt. Vernon and Delaware Railroad.....	1,150,000 00	350,000 00	1,500,000 00	11,363 63	1,500,000 00
Massillon and Cleveland Railroad.....	(a)	(a)	200,000 00	15,384 61	200,000 00
Cleveland and Pittsburgh Railroad.....	7,419,275 00	.....	7,419,275 00	37,282 79	6,860,033 36
Columbus and Hocking Valley Railroad.....	766,573 99	158,826 01	925,400 00	10,397 75	925,400 00
Dayton and Union Railroad.....	82,350 00	14,700 00	97,050 00	3,051 89	97,050 00
Iron Railroad.....	129,350 00	.....	129,350 00	9,950 00	129,350 00
Junction (Cincinnati and Indianapolis) Railroad.....	3,027,450 00	104,783 00	3,132,233 00	31,322 35	626,447 00
Lake Erie and Louisville Railroad.....	1,212,500 00	.....	1,212,500 00	10,000 00	(b) 740,000 00
Lake Shore and Michigan Southern Railway.....	34,938,000 00	.....	34,938,000 00	37,089 00	12,276,459 00
Maricetta and Cincinnati Railroad.....	14,620,865 92	.....	14,620,865 92	52,821 00	14,620,865 92
Niles and New Lisbon Railroad.....	500,000 00	.....	500,000 00	13,137 90	500,000 00
Ohio and Mississippi Railway.....	2,500,000 00	.....	2,500,000 00	59,796 44	1,167,824 47
Pittsburgh, Cincinnati and St. Louis Railway.....	5,424,350 00	.....	5,424,350 00	26,986 81	4,250,422 57
Columbus, Chicago and Indiana Central Railway.....	12,835,772 00	.....	12,835,772 00	22,054 59	2,990,424 24
Little Miami Railroad.....	(d) 5,891,450 00	.....	(d) 5,891,450 00	38,132 36	(d) 5,891,450 00

Pittsburgh, Fort Wayne and Chicago Railway	19,714,285 71	.....	19,714,285 71	42,097 55	10,579,114 31
Rocky River Railroad	74,775 08	.....	80,000 00	14,466 54	80,000 00
Toledo, Wabash and Western Railroad	8,500,000 00	.....	8,500,000 00	16,314 78	1,231,765 89
Totals	196,893,555 70	2,871,290 55	205,464,846 25		114,734,817 36

* Operated as one line, or by one organization. See Reports of Companies.

(a) How much paid and unpaid not reported.

(b) Represents the 74 miles of the road graded.

(d) Includes stock of Columbus and Xenia R. R. Company.

TABLE A.—AS TO STOCK AND DEBTS—Continued.

Names of Companies.	DEBTS.				
	The amount of funded debt.	The amount of floating debt.	Total amount of funded and floating debts.	Amount of debt per mile of road.	Proportion of debt for Ohio, according to miles of road in the State.
Atlantic and Great Western Railway.....	\$29,999,900 00	-----	\$29,999,900 00	\$70,422 30	\$17,711,208 45
Cleveland and Mahoning Railroad.....	1,285,500 00	-----	1,285,500 00	17,140 00	1,285,500 00
Carrollton and Oneida Railroad.....	(a)	\$200 00	200 00	16 66	200 00
Central Ohio Railroad.....	2,500,000 00	-----	2,500,000 00	18,248 17	2,500,000 00
Sandusky, Mansfield and Newark Railroad.....	2,307,642 00	1,100 00	2,308,842 00	19,903 81	2,308,842 00
Cincinnati and Baltimore Railway.....	124,900 00	95,497 20	219,407 20	9,336 48	217,407 20
Cincinnati, Hamilton and Dayton Railroad.....	2,032,000 00	-----	2,032,000 00	33,866 66	2,032,000 00
Dayton and Michigan Railroad.....	4,277,500 00	96,022 89	4,373,522 89	30,800 00	4,373,522 89
Cincinnati, Richmond and Chicago Railroad.....	625,000 00	22,394 89	647,394 89	17,983 18	647,394 89
Cincinnati and Indiana Railroad.....	2,000,000 00	-----	2,000,000 00	97,560 98	2,000,000 00
Cincinnati and Muskingum Valley Railroad.....	(b)	(b)	(b)	(b)	(b)
Cincinnati, Sandusky and Cleveland Railroad.....	(f) 2,846,497 64	49,092 11	(f) 2,895,589 75	16,933 27	(f) 2,895,589 75
Columbus, Springfield and Cincinnati Railroad.....	(c)	(c)	(c)	(c)	(c)
Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	3,000,000 00	-----	3,000,000 00	7,672 63	2,355,497 41
Cleveland, Mt. Vernon and Delaware Railroad.....	(d) 143,000 00	-----	(d) 143,000 00	2,234 37	(d) 143,000 00
Massillon and Cleveland Railroad.....	-----	-----	-----	-----	-----
Cleveland and Pittsburgh Railroad.....	3,835,000 00	-----	3,835,000 00	19,271 36	3,545,930 24
Columbus and Hocking Valley Railroad.....	1,407,500 00	92,036 88	1,499,536 88	16,848 73	1,499,536 88
Dayton and Union Railroad.....	527,444 88	8,191 53	535,636 41	16,843 91	535,636 41
Iron Railroad.....	32,000 00	19,347 82	51,347 82	3,949 83	51,347 82
Junction (Cincinnati and Indianapolis) Railroad.....	2,052,000 00	1,042,798 41	3,094,798 41	30,947 98	618,959 60
Lake Erie and Louisville Railroad.....	(e) 500,000 00	-----	(e) 500,000 00	13,621 00	500,000 00
Lake Shore and Michigan Southern Railway.....	22,001,000 00	890,507 56	22,891,507 56	24,401 00	8,043,631 00
Marietta and Cincinnati Railroad.....	6,310,528 33	1,685,568 37	7,996,096 70	28,887 00	7,996,096 70
Niles and New Lisbon Railway.....	500,000 00	18,042 54	518,042 54	13,632 69	518,042 54
Ohio and Mississippi Railway.....	6,544,850 00	317,709 04	6,862,559 04	17,461 98	341,032 46

Pittsburgh, Cincinnati and St. Louis Railway.....	10,032,990 24	406,167 28	10,439,157 52	51,936 11	8,179,937 32
Columbus, Chicago and Indiana Central Railway.....	19,473,174 00	822,713 00	20,295,887 00	34,872 66	4,742,681 76
Little Miami Railroad.....	(g) 2,553,000 00	.....	(g) 2,553,000 00	13,453 65	2,583,000 00
Pittsburgh, Fort Wayne and Chicago Railway.....	13,663,000 00	18,229 62	13,681,229 62	29,214 67	7,341,646 57
Rocky River Railroad.....	30,000 00	5,294 32	35,294 32	6,382 33	35,294 32
Toledo, Wabash and Western Railroad.....	15,000,000 00	.....	15,000,000 00	28,790 78	2,173,703 89
Totals.....*	155,633,627 09	5,590,823 46	161,224,450 55	.....	87,178,640 10

* Operated as one line, or by one organization. See reports of companies.

(a) Sunk.

(b) New company; purchased Cincinnati and Zanesville Railroad; no report from new company.

(c) \$428,646.44 of this is preferred stock, secured by mortgage.

(d) New company; purchased Springfield and Columbus Railroad; debt not reported.

(e) New company; purchased Cleveland, Zanesville and Cincinnati Railroad; debt given is that on the old road, assumed by this company.

(f) Represents only the 37 miles laid with iron.

(g) Includes debts of Columbus and Xenia and Dayton and Western Railroad Companies.

TABLE A.—AS TO STOCK AND DEBTS—Continued

Names of Companies.	TOTAL STOCK AND DEBT, AND PROPORTION FOR OHIO.		
	Total amount of stock and debt.	Total amount of stock and debt per mile of road.	Proportion of stock and debt for Ohio, according to miles of road in the State.
Atlantic and Great Western Railway.....	\$5,999,900 00	\$140,844 83	\$35,422,474 74
Cleveland and Mahoning Railroad.....	3,342,250 00	44,563 33	3,342,250 00
Carrollton and Oneida Railroad.....	14,600 00	1,216 66	14,600 00
Central Ohio Railroad.....	5,500,000 00	40,145 98	5,500,000 00
Sandusky, Mansfield and Newark Railroad.....	3,219,465 00	27,754 00	3,219,465 00
Cincinnati and Baltimore Railway.....	719,407 20	30,613 07	719,407 20
Cincinnati, Hamilton and Dayton Railroad.....	5,532,000 00	92,200 00	5,532,000 00
Dayton and Michigan Railroad.....	6,765,662 51	47,645 50	6,765,662 51
Cincinnati, Richmond and Chicago Railroad.....	1,029,994 89	28,610 93	1,029,994 89
Cincinnati and Indiana Railroad.....	4,000,000 00	135,121 96	4,000,000 00
Cincinnati and Muskingum Valley Railroad.....	(a) 4,000,000 00	(a) 30,303 03	(a) 4,000,000 00
Cincinnati, Sandusky and Cleveland Railroad.....	5,863,389 75	34,288 83	5,863,389 75
Columbus, Springfield and Cincinnati Railroad.....	(a) 1,500,000 00	(a) 33,333 33	(a) 1,500,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	14,620,000 00	37,391 30	11,479,129 10
Cleveland, Mt. Vernon and Delaware Railroad.....	1,433,000 00	13,598 00	1,643,000 00
Massillon and Cleveland Railroad.....	(a) 200,000 00	(a) 15,384 61	(a) 200,000 00
Cleveland and Pittsburgh Railroad.....	11,254,275 00	56,554 15	10,405,963 60
Columbus and Hocking Valley Railroad.....	2,424,936 88	27,246 48	2,424,936 88
Dayton and Union Railroad.....	632,686 41	19,895 80	632,686 41
Iron Railroad.....	180,697 82	13,899 83	180,697 82
Junction (Cincinnati and Indianapolis) Railroad.....	6,227,033 41	62,270 33	1,245,406 60
Lake Erie and Louisville Railroad.....	1,712,500 00	23,621 00	1,240,000 00
Lake Shore and Michigan Southern Railway.....	57,829,507 56	61,390 00	20,320,090 00
Marietta and Cincinnati Railroad.....	22,616,962 62	81,708 00	22,616,962 62
Niles and New Lisbon Railway.....	1,018,042 54	26,790 60	1,018,042 54
Ohio and Mississippi Railway.....	30,362,559 04	77,258 42	1,508,256 93

Pittsburgh, Cincinnati and St Louis Railway.....	15,863,507 52	79,922 92	12,430,359 89
Columbus, Chicago and Indiana Central Railway.....	33,131,659 00	56,927 25	7,742,106 00
Little Miami Railroad.....	8,474,450 00	51,586 01	8,174,450 00
Pittsburgh, Fort Wayne and Chicago Railway.....	33,395,515 33	71,312 22	17,920,760 88
Rocky River Railroad.....	115,294 32	20,848 88	115,294 32
Toledo, Wabash and Western Railroad.....	23,500,000 00	45,105 57	3,405,469 78
Totals.....	\$366,689,296 80	.....	\$201,913,457 46

* Operated as one line, or by one organization. See reports of companies. (a) All stock; no debt reported.

TABLE B.—AS TO COST OF ROAD AND EQUIPMENT, AND TABLE C.—AS TO CHARACTERISTICS OF ROADS, ETC.

Names of Companies.	COST OF ROAD AND EQUIPMENT.			LENGTH OF ROADS—ENTIRE LINES AND BRANCHES.		
	Total cost of entire road and equipments.	Cost of road and equipment per mile.	Proportion of cost of roads and equipments for Ohio, according to miles of road in the State.	Total length of entire main line.	Total length of main line and branches.	
					Miles.	Miles.
					1,000	1,000
Atlantic and Great Western Railway. { *	(a) \$59,723,844 00	(a) \$117,800 00	(a) \$28,978,800 00	{ (c) 387,500	(c) 119,660	(c) 507,160
Cleveland and Mahoning Railroad ..	(b) 3,147,934 24	(b) 41,972 45	(b) 3,147,934 24	12	.....	12
Carrollton and Oneida Railroad ..	(d) 101,000 00	(d) 8,416 60	(d) 101,000 00	137	.....	137
Central Ohio Railroad ..	(e) 5,500,000 00	(e) 40,145 98	(e) 5,500,000 00	116,250	.....	116,250
Sandusky, Mansfield and Newark Railroad { *	(f) 3,218,365 06	(f) 27,744 52	(f) 3,218,365 06	23,125	.....	23,125
Cincinnati and Baltimore Railway ..	(g) 3,829,572 20	(g) 54,708 17	(g) 3,829,572 20	60	.....	60
Cincinnati, Hamilton and Dayton Railroad. { *	(h) 5,309,336 03	(h) 88,488 93	(h) 5,309,336 03	142	.....	142
Dayton and Michigan Railroad ..	(i) 947,885 27	(i) 26,330 15	(i) 947,885 27	42	.....	42
Cincinnati, Richmond and Chicago Railroad. { *	(j) 1,894,477 60	(j) 92,413 54	(j) 1,894,477 60	20,500	6,700	27,200
Cincinnati and Indiana Railroad ..	(k) 1,004,000 00	(k) 34,155 69	(k) 1,004,000 00	132,125	.....	132,125
Cincinnati and Muskingum Valley Railway ..	(l) 5,840,623 30	(l) 17,300 00	(l) 5,840,623 30	155	16	171
Cincinnati, Sandusky and Cleveland Railroad. { *	(m) 346,000 00	(m) 31,102 12	(m) 346,000 00	45	.....	45
Columbus, Springfield and Cincinnati Railroad { *	(n) 12,100,330 66	(n) 19,421 87	(n) 9,548,350 84	341	50	391
Cleveland, Columbus, Cincinnati and Indianapolis R'y.	(o) 1,243,000 00	(o) 19,421 87	(o) 1,243,000 00	132	.....	132
Cleveland, Mt. Vernon and Delaware Railroad. { *	(p) 11,210,783 32	(p) 56,335 59	(p) 10,335,748 56	13	.....	13
Massillon and Cleveland Railroad ..	(q) 2,492,879 47	(q) 32,801 04	(q) 2,492,879 47	167	32	199
Cleveland and Pittsburgh Railroad ..	(r) 600,746 04	(r) 18,891 28	(r) 600,746 04	76	(p) 13,500	(p) 88,500
Columbus and Heeking Valley Railroad ..	(s) 332,742 83	(s) 25,595 60	(s) 332,742 83	31,800	.....	31,800
Dayton and Union Railroad ..	(t) 6,187,644 62	(t) 37,274 97	(t) 745,499 40	13	.....	13
Iron Railroad ..	(u) 1,744,410 00	(u) 23,621 00	(u) 1,275,910 00	98	(r) 62	160
Junction (Cincinnati and Indianapolis) Railroad. { *	(v) 1,744,410 00	(v) 23,621 00	(v) 1,275,910 00	175	.....	175
Lake Erie and Louisville Railroad ..	(w) 1,744,410 00	(w) 23,621 00	(w) 1,275,910 00	.....	.....	.....

Lake Shore and Michigan Southern Railway	52,804,746 41	56,056 00	18,554,536 00	942,250	(y)	942,250
Marietta and Cincinnati Railroad.....	20,622,750 56	74,504 00	20,622,750 56	190,800	86	271,870
Niles and New Lisbon Railway	568,044 08	14,948 53	568,044 08	38	.....	38
Ohio and Mississippi Railway	(e) 30,362,559 04	77,258 42	(e) 1,505,856 94	340	53	393
Pittsburgh, Cincinnati and St. Louis Railway	16,332,002 91	81,253 74	12,797,464 07	(c) 775	7 500	(c) 782,500
Columbus, Chicago and Indiana Central Railway. }	32,713,540 00	56,208 83	7,644,400 88	119,500	(u)	196
Little Miami Railroad.....	7,875,053 80	41,015 90	7,875,053 80	408,300	(w)	503,300
Pittsburgh, Fort Wayne and Chicago Railway.....	24,685,255 20	52,712 48	13,246,616 22	5,530	.....	5,530
Rocky River Railroad.....	111,680 00	20,195 40	111,680 00	476	45	521
Toledo, Wabash and Western Railway	(e) 23,500,000 00	45,105 57	(e) 3,405,469 78	5,675,055	607,860	6,282,915
Totals.....	\$333,496,116 86	.....	\$176,142,084 01	.....	.....	.....

*Operated as one line or by one organization. See reports of companies.

(a) From report of 1868.
 (b) Includes only cost of construction.
 (c) Includes both roads embraced.

(d) Original cost.

(e) As represented by stock and funded debt.

(f) Present cost of 7 miles now under process of construction.

(g) Length when completed; not all built.

(h) Six miles of this, lying in Indiana, is leased from the Richmond and Miami R'y Co.

(j) This company purchased the road of the Cincinnati and Zanesville R. R. Co.; cost as purchased.

(k) From report of 1869; no report for 1870.

(l) This company purchased the Springfield and Columbus Railroad; cost as represented by stock and debt of original company, prior to sale.

(m) This company purchased the Cleveland and Zanesville Railroad; cost as purchased.

(n) In addition to this the company uses 26 miles of the road of the P., Ft. W. & Co. R'y Co. jointly with that company.

(o) Track not yet laid.

(p) Reorganized Company; cost as capitalized.

(q) Uses 15 miles of D. & W. R. R., jointly with other company, in addition.

(r) Leased from Ft. W., M. & C. R. R. Co. in Indiana.

(s) Cost of main line.

(t) Cost of 74 miles graded, 37 miles of which is laid with iron.

(u) Four miles leased in Indiana.

(v) Includes expenditures on Ft. Wayne, Muncie and Cincinnati R. R., built by this company under contract of lease.

(w) Leased from other companies.

(x) Road leased to C., M. & D. R. R. Co.; cost not reported.

(y) Not given separately; included with main line.

	(b) 37		(b) 37				(b) 40
Lake Erie and Louisville Railroad	194,900	118,830	313,730	17,540	3	77,910	409,180
Lake Shore and Michigan Southern Railroad	190,400	86	276,800		40		316,800
Marquette and Cincinnati Railroad	38		38			2,250	40,250
Niles and New Lisbon Railroad	19,530		19,530			10,800	31,100
Ohio and Mississippi Railroad	(a) 253,900	7,500	(a) 261,400		(a)	31,010	(a) 292,410
Pittsburgh, Cincinnati and St. Louis Ry. (e) }							
Columbus, Chicago and Indiana Central Ry. }	119,500	72,500	192	27		36,500	255,500
Little Miami Railroad	251,500	(f) 8,400	259,700			6,300	328
Pittsburgh, Fort Wayne and Chicago Railway	5,530		5,530			260	5,790
Rocky River Railroad	75,500		75,500		10		85,500
Toledo, Wabash and Western Railroad							
Totals	2,859,405	484,590	3,373,995	76,690	561,320	151,770	4,164,275

* Operated as one line, or by one organization. See Reports of Companies.

(a) Includes the roads of both companies embraced.

(c) This company purchased the Cincinnati and Zanesville Railroad, and the length given is taken from report of old company for 1893. No report for this year.

(d) In addition to this, the company leases, and uses in common with the P. C. & St. L. Ry. Co., 15 miles of the road of the Dayton and Western R. R. Co., between Dayton and Dodson.

(e) In addition to the length of road here given, this company owns an undivided half of the Central Ohio Railroad, between Newark and Columbus, it being used in common by the two companies.

(f) Leased from Lawrence R. R. Co.

(b) Not yet completed; in process of construction.

Lake Shore and Michigan Southern Railway	150	670	274	187	63	5,551	219	3,000
Marietta and Cincinnati Railroad	150	670	52	24	14	618	23	2,478
Niles and New Lisbon Railway	28	.....	(a)	(c)	(c)	(c)	(c)	10
Ohio and Mississippi Railway	16	.....	86	49	21	1,238	50	146
Pittsburgh, Cincinnati and St. Louis Railway	.....	.....	{ (a) 244	(a)	47	(a)	2	(a)
Columbus, Chicago and Indiana Central R'y	15	17	.....	103	.....	3,212	.....	1,906
Little Miami Railroad	1070	38	47	38	20	716	.....	1,060
Pittsburgh, Fort Wayne and Chicago Railway	30	8	221	119	54	3,334	56	1,620
Rocky River Railroad	.....	.....	2	5	.....	.....	2	7
Toledo, Wabash and Western Railroad	4	1	115	50	29	2,177	78	725
Totals	(e) 47570	19298	1572	901	401	26,440	1,174	21,895

* Operated as one line by one organization. See reports of Companies.

(a) Includes roads of both companies embraced.

(b) From report of 1969.

(c) Equipment owned by other companies.

(d) Fencing: 20 miles board at cost of \$1.50 per rod, and 10 miles rail at 60 cents per rod.

(c) This is the length definitely reported. Some companies make such indefinite report that the length of their roads unfenced can not be stated here.

(f) New road in process of construction; not yet in operation.

TABLE D.—AS TO MILEAGE OF LOCOMOTIVES.

Names of Companies.	MILEAGE OF LOCOMOTIVES ON ENTIRE LINES.				
	The number of miles run by locomotives hauling passenger trains.	The number of miles run by locomotives hauling freight trains.	The number of miles run by locomotives hauling mixed trains.	The number of miles run by locomotives hauling construction and other trains.	Total mileage of locomotives during the year ending June 30, 1870.
Atlantic and Great Western Railway } *	(a) 846,937	(a) 3,257,654	.....	(a) 217,017	(a) 4,351,608
Cleveland and Mahoning Railroad .....	.....	7,992	.....	.....	7,992
Carrollton and Oneida Railroad	309,489	744,096	.....	.....	1,057,585
Sandusky, Mansfield and Newark Railroad }	156,919	276,087	.....	.....	433,006
Cincinnati and Baltimore Railway	(g)	(g)	(g)	(g)	(g)
Cincinnati, Hamilton and Dayton Railroad	291,511	219,038	6,751	.....	517,330
Dayton and Michigan Railroad	239,273	232,606	182,643	.....	674,522
Cincinnati, Richmond and Chicago Railroad }	44,268	16,587	4,915	.....	65,770
Cincinnati and Indiana Railroad	112,491	50,356	.....	.....	165,447
Cincinnati and Muskingum Valley Railway	(b)	(b)	(b)	(b)	(b)
Cincinnati, Sandusky and Cleveland Railroad	(a) 276,199	(a) 291,137	.....	(a) 39,715	(a) 607,051
Columbus, Springfield and Cincinnati Railroad ..... }	.....	1,252,396	.....	474,246	2,498,784
Cleveland, Columbus, Cincinnati and Indianapolis Railway	772,142	.....	.....	.....	.....
Cleveland, Mt. Vernon and Delaware Railroad }	(a) 46,800	.....	(a) 39,460	(a) 4,000	(a) 90,260
Massillon and Cleveland Railroad	337,020	752,766	(c)	496,910	1,586,696
Cleveland and Pittsburgh Railroad	(b)	(b)	(b)	(b)	(b)
Columbus and Hocking Valley Railroad	38,000	.....	45,000	5,000	88,000
Dayton and Union Railroad .....	.....	8,500	15,500	1,000	25,000
Iron Railroad	(d) 12,480	(d) 7,240	750	370	(d) 20,870
Junction (Cincinnati and Indianapolis) Railroad .....	.....	.....	.....	.....	.....

Lake Erie and Louisville Railroad.....	24,000	.....	24,000	1,561	49,561
Lake Shore and Michigan Southern Railway	2,215,882	4,247,815	1,031,806	.....	7,495,503
Maricopa and Cincinnati Railroad	511,100	603,410	152,950	135,500	1,408,000
Niles and New Lisbon Railway	(e)	(c)	(e)	(c)	(e)
Ohio and Mississippi Railway	f) 966,131	(f) 1,641,222	.....	(f) 197,550	(f) 2,805,503
Pittsburgh, Cincinnati and St. Louis Railway	{ (a) 1,614,241	(a) 3,200,795	.....	(a) 485,659	(a) 5,300,695
Columbus, Chicago and Indiana Central Railway	573,198	477,946	.....	45,359	1,096,503
Little Miami Railroad.....	1,348,242	3,381,095	.....	304,914	5,234,251
Pittsburgh, Fort Wayne and Chicago Railway	35,000	.....	.....	.....	35,000
Rocky River Railroad.....	655,110	2,500,270	50,000	350,000	3,555,360
Toledo, Wabash and Western Railroad.....	.....	.....	.....	.....	.....
Totals.....	11,646,433	23,208,618	1,553,845	2,761,401	39,170,297

* Operated as one line or by one organization. See reports of companies.
 (e) Included in mileage of locomotives hauling passenger and freight trains.
 (f) Estimated. (g) New road; not yet in operation.
 (a) Includes both roads embraced. (b) Not reported.
 (d) In Ohio, only. (e) No account kept.

TABLE E.—AS TO DOINGS IN TRANSPORTATION AND FUEL CONSUMED, DURING THE YEAR.

Names of Companies.	DOINGS IN TRANSPORTATION—ENTIRE LINES.				FUEL CONSUMED—ENTIRE LINES.	
	The number of passengers, of all classes, carried in cars.	The number of tons of freight carried.	The number of tons of local freight carried.	Total number of tons of freight, through and local, carried.	The number of cords of wood consumed.	The number of tons of coal consumed.
Atlantic and Great Western Railway.....	(a) 1,205,651	(a) 530,526	(a) 1,613,198	(a) 2,143,724	(a) 29,284	(a) 121,830
Cleveland and Mahoning Railroad.....	3,541	(b)	(b)	60,111	(c)	65
Carrollton and Oneida Railroad.....	212,470	110,365	100,940	211,305	2,525	20,656
Central Ohio Railroad.....	174,890	34,165	75,740	109,905	6,890	4,196
Sandusky, Mansfield and Newark Railroad.....	(c)	(c)	(c)	(c)	(*)	(c)
Cincinnati and Baltimore Railway.....	735,017	149,997	261,353	419,350	15,581	3,435
Cincinnati, Hamilton and Dayton Railroad.....	297,839	90,541	247,295	337,839	33,218	115
Dayton and Michigan Railroad.....	69,472	2,115	35,555	35,670	3,311	(b)
Cincinnati, Richmond and Chicago Railroad.....	205,766	350,000	15,000	365,000	3,600	(b)
Cincinnati and Indiana Railroad.....	(b)	(b)	(b)	(b)	(b)	(b)
Cincinnati and Muskingum Valley Railway.....	(a) 241,500	(a) 73,179	(a) 162,755	(a) 235,937	(a) 22,195	(a) 761
Cincinnati, Sandusky and Cleveland Railroad.....	583,694	(d)	(d)	831,644	78,440	415
Columbus, Springfield and Cincinnati Railroad.....	128,308	(d)	(d)	(a) 93,000	(a) 3,350	(a) 3,840
Cleveland, Cincinnati and Indianapolis Railway.....	634,017	364,375	783,073	1,147,448	9,000	32,000
Cleveland, Mt. Vernon and Delaware Railroad.....	(b)	(b)	(b)	(b)	(b)	(b)
Massillon and Cleveland Railroad.....	62,499	52,497	26,479	78,976	4,554	994
Cleveland and Pittsburgh Railroad.....	34,058	(d)	(d)	93,858	(b)	(b)
Columbus and Hocking Valley Railroad.....	118,420	55,531	38,488	94,019	(e) 1,800	(b)
Dayton and Union Railroad.....	29,304	24,059	24,059	24,059	(b)	(b)
Iron Railroad.....	2,244,698	1,751,650	1,264,695	3,016,346	216,950	28,000
Junction (Cincinnati and Indianapolis) Railroad.....	339,245	109,605	284,738	394,343	(b)	(b)
Lake Erie and Louisville Railroad.....	19,117	14,000	24,000	38,000	(b)	(b)
Lake Shore and Michigan Southern Railway.....	381,244	119,449	409,253	528,702	23,517	18,013
Marietta and Cincinnati Railroad.....						
Niles and New Lisbon Railway.....						
Ohio and Mississippi Railway.....						

Pittsburgh, Cincinnati and St. Louis Railway.....	(a) 1,033,878	(a) 894,187	(a) 811,277	(a) 1,705,464	(a) 115,654	(a) 74,236
Columbus, Chicago and Indiana Central Railway.....	465,786	265,300	211,242	476,542	29,059	4,362
Little Miami Railroad.....	1,857,919	717,694	910,622	1,628,316	(e) 24,310	(e) 71,075
Pittsburgh, Fort Wayne and Chicago Railway.....	140,000	(f) 253,726	(f) 541,314	(f) 795,040	16	212
Rocky River Railroad.....	665,234				40,000	39,600
Toledo, Wabash and Western Railway.....						
Totals.....	11,883,657	5,938,902	7,847,083	14,864,598	663,283	424,090

* Operated as one line, or by one organization. See reports of companies.
 (a) Through and local not given separately; see total tons carried.
 (b) Includes both roads embraced.
 (c) Not reported.
 (d) In Ohio, only.
 (e) This is almost exclusively a passenger road; no freight reported carried.
 (f) New road; not yet in operation.

TABLE F.—AS TO EARNINGS, EXPENSES, ETC.

Names of Companies.	EARNINGS FOR THE YEAR—ENTIRE LINES.				
	Earnings from transportation of passengers.	Earnings from transportation of freight.	Earnings from mail.	Earnings from express.	Earnings from all other sources.
Atlantic and Great Western Railway... }	(a) \$1,039,351 61	(a) \$3,313,902 29	(a) \$38,570 54	.....	(a) \$37,076 46
Cleveland and Mahoning Railroad... }	2,655 75	2,652 16	47 00	\$172 60	.....
Carrollton and Oneida Railroad... }	283,034 14	485,153 76	25,965 47	30,937 74	10,608 39
Central Ohio Railroad... }	160,219 92	287,851 82	11,600 00	17,005 80	3,495 83
Sandusky, Mansfield and Newark Railroad... }	(b)	(b)	(b)	(b)	(b)
Cincinnati and Baltimore Railroad... }	420,430 3	506,645 51	8,750 00	14,851 38	244,397 71
Cincinnati, Hamilton and Dayton Railroad... }	346,034 84	696,861 44	14,900 00	25,519 4	1,442 32
Dayton and Michigan Railroad... }	52,703 75	48,244 27	3,660 00	3,186 9	225 36
Cincinnati, Richmond and Chicago Railroad... }	146,021 68	180,104 09	3,222 84	3,123 41	.....
Cincinnati and Indiana Railroad... }	(c)	(c)	(c)	(c)	(c)
Cincinnati and Muskingum Valley Railway... }	241,508 69	(a) 493,185 77	17,600 00	28,636 6	(a) 24,484 41
Cincinnati, Sandusky and Cleveland Railroad... }	853,813 20	2,164,660 45	61,993 00	78,919 50	72,723 43
Columbus, Springfield and Cincinnati Railroad... }	(a)	(a)	(a)	(a)	(a)
Cleveland, Columbus, Cin. and Indianapolis Railway... }	67,696 35	117,143 08	3,099 95	9,390 00	1,528 02
Cleveland and Delaware Railroad... }	618,065 47	1,791,241 85	21,584 52	65,739 9	12,741 34
Massillon and Cleveland Railroad... }	67,949 60	160,654 60	2,772 16	2,697 11	6,878 37
Cleveland and Pittsburgh Railroad... }	48,424 72	68,193 67	3,600 00	1,475 4	2,632 91
Columbus and Hocking Valley Railroad... }	10,638 8	69,025 12	.....	.....	.....
Dayton and Union Railroad... }	117,850 25	131,701 77	4,800 49	3,367 48	547 78
Iron Railroad... }	23,840 20	32,778 35	1,480 00	1,317 23	1,037 22
Junction (Cincinnati and Indianapolis) Railroad... }	4,223,639 96	8,097,173 61	112,445 8	301,242 47	223,830 80
Lake Erie and Louisville Railroad... }	393,163 8	923,473 61	23,737 44	35,430 41	6,130 77
Lake Shore and McVean Southern Railway... }	9,558 70	28,519 52	.....	403 85	.....
Marquette and Cincinnati Railroad... }	1,223,710 72	1,697,233 27	68,200 00	87,513 41	.....
Niles and New Lisbon Railway... }	.....	.....	.....	.....	.....
Ohio and Mississippi Railway... }	.....	.....	.....	.....	.....

Pittsburgh, Cincinnati and St. Louis Railway.....	(a) 1,824,751 27	(a) 3,906,880 97	(a) 112,527 60	(a) 154,608 14	(a) 4,500 69
Columbus, Chicago and Indiana Central Railway. * }	751,928 98	902,262 82	33,343 27	83,068 3	28,616 88
Little Miami Railroad.....	2,619,218 03	4,637,551 49	93,900 00	132,141 0	106,702 74
Pittsburgh, Fort Wayne and Chicago Railway.....	14,444 33	2,528,207 06	72,049 98	78,500 0	25,774 93
Rocky River Railroad.....	1,241,710 88	\$33,348,195 20	\$770,203 12	\$1,159,268 8	\$815,426 39
Toledo, Wabash and Western Railroad.....	\$16,802,719 05				
Totals.....					

* Operated as one line, or by one organization. See reports of companies.

(a) Includes both roads embraced.

(b) New road in process of construction; not yet in operation.

(c) No report.

TABLE F.—AS TO EARNINGS, EXPENSES, ETC.—Continued.

Names of Companies.	TOTAL EARNINGS, EXPENSES AND NET EARNINGS—ENTIRE LINES.			AMOUNTS PER MILE OF ROAD.		
	Total earnings for the year.	Total operating expenses for the year.	Net earnings for the year.	Earnings per mile of road.	Operating expenses per mile of road.	Net earnings per mile of road.
Atlantic and Great Western Railway.....	(a) \$4,434,100 90	(a) \$3,655,233 08	(a) \$778,867 82	(a) \$8,745 76	(a) \$7,209 53	(a) \$1,536 23
Cleveland and Mahoning Railroad.....	5,939 91	3,181 62	2,758 29	494 99	265 14	229 85
Carrollton and Oneida Railroad.....	835,760 50	801,022 02	34,738 48	6,100 44	5,846 87	253 57
Sandusky, Mansfield and Newark Railroad. }	450,174 37	349,928 45	130,245 92	4,140 53	3,010 13	1,130 40
Cincinnati and Baltimore Railroad.....	(b)	(b)	(b)	(b)	(b)	(b)
Cincinnati, Hamilton and Dayton Railroad.....	1,195,074 96	648,273 67	546,801 29	19,917 92	10,804 55	9,113 36
Dayton and Michigan Railroad.....	1,081,783 03	634,327 10	330,260 93	7,639 35	4,891 03	2,748 32
Cincinnati, Richmond and Chicago Railroad.. }	107,960 37	83,014 96	24,945 47	2,570 48	1,976 54	593 94
Cincinnati and Indiana Railroad.....	332,475 02	164,640 25	167,834 77	12,223 35	6,052 95	6,170 40
Cincinnati and Muskingum Valley Railway.....	(c)	(c)	(c)	(c)	(c)	(c)
Cincinnati, Sandusky and Cleveland Railroad .. }	(a) 810,476 54	(a) 560,765 35	(a) 249,711 19	(a) 4,739 62	(a) 3,279 32	(a) 1,460 30
Columbus, Springfield and Cincinnati Railroad. }	3,232,109 64	2,173,650 29	1,058,459 35	8,266 26	5,559 90	2,707 06
Cleveland, Columbus, Cincinnati and Indianapolis R'y.. }	(a) 199,157 41	(a) 138,540 03	(a) 60,617 38	(a) 3,264 87	(a) 2,271 15	(a) 993 72
Cleveland, Mt. Vernon and Delaware Railroad. }	2,512,373 18	1,477,767 14	1,034,606 04	11,166 10	6,567 85	4,598 25
Massillon and Cleveland Railroad.....	240,961 84	119,690 23	121,271 61	4,016 03	1,994 84	2,021 19
Cleveland and Pittsburgh Railroad.....	124,326 75	109,255 89	15,070 86	2,636 56	2,334 52	322 03
Columbus and Hocking Valley Railroad.....	80,263 94	61,238 40	19,025 54	6,174 15	4,710 64	1,463 50
Dayton and Union Railroad.....	261,276 75	234,564 18	26,712 57	2,612 76	2,345 64	267 12
Junction (Cincinnati and Indianapolis) Railroad.....	60,503 00	46,189 27	14,313 73	1,635 22	1,248 36	386 86
Lake Erie and Louisville Railroad.....	12,988,324 53	7,996,249 19	4,992,075 38	13,788 03	8,488 58	5,299 46
Lake Shore and Michigan Southern Railway.....	1,381,936 09	1,382,093 89	(d)	4,992 00	4,993 00	(c)
Marietta and Cincinnati Railroad.....	38,482 07	20,804 18	17,677 89	1,012 69	547 48	465 21
Niles and New Lisbon Railway.....	3,076,657 40	2,216,771 20	859,886 20	7,828 64	5,640 64	2,188 00
Ohio and Mississippi Railway.....						

Pittsburgh, Cincinnati and St. Louis Railway.....	{	(a) 6,003,208 67	(a) 5,102,374 91	(a) 900,893 76	(a) 7,667 01	(a) 6,516 44	(a) 1,150 57
Columbus, Chicago and Indiana Central Railway { *		1,790,220 28	1,290,523 28	508,697 00	9,179 69	6,584 30	2,595 39
Little Miami Railroad.....	}	7,649,513 26	4,325,906 61	3,323,606 65	16,334 64	9,237 47	7,097 17
Pittsburgh, Fort Wayne and Chicago Railway.....		14,444 33	9,683 85	4,760 48	2,611 99	1,751 15	860 84
Rocky River Railroad.....		3,946,242 85	3,354,442 75	591,800 10	7,574 36	6,438 47	1,135 89
Toledo, Wabash and Western Railroad.....							
Totals.....		52,895,812 59	37,020,331 69	(f) 15,875,638 70			

* Operated as one line, or by one organization. See Reports of Companies.

(a) Includes both roads embraced.

(c) No report.

(d) Deficit of \$157.80. (e) New road in process of construction, not yet in operation.
(e) Deficit of \$1.00.

(f) From this amount \$15,875,638 70
Deduct deficit (as to M. & C. R. Co.) 157 80

Leaves as aggregate net earnings..... \$15,875,480 90

TABLE F.—AS TO EARNINGS, EXPENSES, ETC.—Continued.

Names of Companies.	PROPORTIONS FOR OHIO, ACCORDING TO MILES OF ROAD IN THE STATE.			TAXES PAID.	
	Proportion of earnings.	Proportion of operating expenses.	Proportion of net earnings.	State taxes paid in Ohio. (See reports of companies, for State taxes paid in other States).	National taxes paid—for entire lines.
Atlantic and Great Western Railway.. } *	(a) \$2,877,355 04	(a) \$2,371,935 37	(a) \$505,419 67	(a) \$104,010 59	(a) \$26,231 81
Cleveland and Mahoning Railroad.....	5,939 91	3,181 62	2,758 29	80 40	96 00
Carrollton and Oneida Railroad.....	835,760 50	801,022 02	34,738 48	24,105 34	11,829 13
Sandusky, Mansfield and Newark Railroad.. } *	480,174 37	349,928 45	130,245 92	7,404 63	3,405 53
Cincinnati and Baltimore Railway.....	(b)	(b)	(b)	(b)	(b)
Cincinnati, Hamilton and Dayton Railroad.. }	1,195,074 96	648,273 67	546,801 29	44,236 70	13,185 74
Dayton and Michigan Railroad..... } *	1,084,788 03	694,527 10	390,260 93	27,365 70	6,283 63
Cincinnati, Richmond and Chicago Railroad.. }	92,537 28	71,155 44	27,381 84	3,650 88	1,393 42
Cincinnati and Indiana Railroad.....	332,475 02	164,640 25	167,834 77	6,120 53	3,336 40
Cincinnati and Muskingum Valley Railway.....	(c)	(c)	(c)	(c)	(c)
Cincinnati, Sandusky and Cleveland Railroad.. }	810,476 54	560,765 35	249,711 19	16,724 99	5,995 76
Columbus, Springfield and Cincinnati Railroad.. }	(a)	(a)	(a)	(a)	(a)
Cleveland, Columbus, Cincinnati and Indianapolis R'y	2,537,741 82	1,706,674 40	831,067 42	85,497 15	67,486 47
Cleveland, Mt. Vernon and Delaware Railroad.. }	199,157 41	138,540 03	60,617 38	2,522 85	770 31
Massillon and Cleveland Railroad..... } *					
Cleveland and Pittsburgh Railroad.....	2,054,562 40	1,208,484 40	846,078 00	60,115 40	15,675 40
Columbus and Hoeking Valley Railroad.....	240,961 84	119,690 23	121,271 61	(c)	(c)
Dayton and Union Railroad.....	124,326 75	109,355 89	15,070 86	3,118 16	3,030 25
Iron Railroad.....	80,263 94	61,238 40	19,025 54	1,503 98	755 13
Junction (Cincinnati and Indianapolis) Railroad.....	52,255 20	46,912 80	5,342 40	2,760 03	4,275 52
Lake Erie and Louisville Railroad.....	60,503 00	46,189 27	14,313 73	1,327 46	632 99
Lake Shore and Michigan Southern Railway.....	4,563,837 93	2,809,719 98	1,754,117 95	164,212 57	136,442 58
Marietta and Cincinnati Railroad.....	1,381,936 09	1,382,093 89	(c)	45,864 24	14,777 43
Niles and New Lisbon Railway.....	38,482 07	20,804 18	17,677 89	455 65	(d)
Ohio and Mississippi Railway.....	152,893 33	110,161 69	42,731 64	11,365 13	31,897 25

Pittsburgh, Cincinnati and St. Louis Railway.....	(a) 2,254,100 94	(a) 1,915,533 36	(a) 335,267 58	(a) 44,523 49	(a) 45,148 77
Columbus, Chicago and Indiana Central Railway.....	1,762,500 48	1,264,185 60	498,314 88	34,460 16	20,429 16
Little Miami Railroad.....	4,104,895 03	2,321,376 21	1,783,518 82	106,943 76	8,653 69
Pittsburgh, Fort Wayne and Chicago Railway.....	14,444 33	9,683 85	4,760 48	245 22	333 28
Rocky River Railroad.....	571,864 18	486,104 48	85,759 70	16,872 88	31,638 04
Toledo, Wabash and Western Railway.....					
Totals.....	\$27,909,308 39	\$19,422,377 93	(f) \$8,487,088 26	\$815,588 52	\$526,763 09

* Operated as one line or by one organization. See reports of companies.
 (a) Includes both roads embraced.
 (b) New road in process of construction, not yet in operation.
 (c) Not reported.
 (d) Included with State taxes.

(e) Deficit of \$157.80.

(f) From this amount.....

Deduct above deficit of M. and C. R. Co....

Leaves as aggregate net earnings.....

\$8,487,088 26
 157 80
 8,486,930 46

TABLE G.—AS TO INTEREST AND DIVIDENDS PAID DURING THE YEAR.

Names of Companies.	INTEREST ON BONDS.		DIVIDENDS ON STOCK—PREFERRED AND COMMON.				
	Amount of interest paid on bonds.	Tax paid on same.	Dividends on preferred stock—rate per cent., amount and tax.		Dividends on common stock—rate per cent., amount and tax.		
			Rate per cent.	Amount paid.	Taxes on same.	Rate per cent.	Amount paid.
Atlantic and Great Western Railway.....	(a) \$88,248 83	(a) \$4,644 65				7	(a) \$143,972 50
Cleveland and Mahoning Railroad.....	(a) 150,000 00						(a) 96,904 00
Carrollton and Oneida Railroad.....	(a) 135,952 50	(a) 7,797 60					
Central Ohio Railroad.....	(b)	(b)					
Sandusky, Mansfield and Newark Railroad }							
Cincinnati and Baltimore Railway.....	145,080 00						
Cincinnati, Hamilton and Dayton Railroad.....	299,425 00					9	315,000 00
Dayton and Michigan Railroad.....	43,750 00						
Cincinnati, Richmond and Chicago Railroad.....	137,620 00		10	5,875 00			
Cincinnati and Indiana Railroad.....	(c)	(c)					(c)
Cincinnati and Muskingum Valley Railway.....	(f) 175,235 42	9,222 91					
Cincinnati, Sandusky and Cleveland Railroad.....	155,203 54					7	731,923 50
Columbus, Springfield and Cincinnati Railroad.....							
Cleveland, Columbus, Cin'ti and Indianapolis R'y.....	257,484 91	13,551 85				(c) 9	610,527 99
Cleveland, Mt. Vernon and Delaware Railroad }	76,304 20	3,815 21					
Massillon and Cleveland Railroad.....							
Cleveland and Pittsburgh Railroad.....							
Columbus and Hocking Valley Railroad.....							
Dayton and Union Railroad.....							
Iron Railroad.....	2,345 00						10,075 00
Junction (Cincinnati and Indianapolis) Railroad.....	25,619 40						
Lake Erie and Louisville Railroad.....							
Lake Shore and Michigan Southern Railway.....	1,430,885 00	75,310 00	10	50,682 50	2,667 50	8	2,703,750 00
Martletta and Cincinnati Railroad.....	406,375 14	21,388 16					
Niles and New Lisbon Railway.....							
Ohio and Mississippi Railway.....	388,795 55	20,462 92	7	270,672 50	13,533 62		

[illegible]

* Operated as one line, or by one organization. See Reports of Companies.

(c) Not reported.

(b) New road in process of construction; not yet in operation.

(c) Not reported.
(d) No account kept.



ROADS IN PROCESS OF CONSTRUCTION,

AND

NEW COMPANIES INCORPORATED DURING THE YEAR.

ROADS IN PROCESS OF CONSTRUCTION.

There are numerous railroad companies in the State whose roads are under process of construction or being surveyed and located ; and several of them have made large expenditures and considerable progress toward building their roads. The law requires reports only from those companies having roads in operation ; and, although blanks were sent to all companies known by the Commissioner to have roads in process of construction, but a few of such companies have made report. The reports received are given following :

ATLANTIC AND LAKE ERIE RAILWAY COMPANY.

The certificate of incorporation of this company was filed on the 12th day of June, 1869, and on the 8th day of September, following, a Board of Directors was elected and the company fully organized.

The object of the company, as set forth in the certificate, is the building, &c., of a railroad from Pomeroy, Meigs county, to Toledo, Lucas county, Ohio, 235 miles. Capital stock fixed in certificate at \$5,000,000.

Work was commenced on the road in Perry county, in June, 1869, and has since been prosecuted steadily.

CAPITAL STOCK, JUNE 30, 1870.

Amount of capital stock paid in.....	\$5,300 00
Amount of capital stock unpaid (subscribed).....	1,103,200 00

EXPENDITURES TO JUNE 30, 1870.

For civil engineering.....	\$5,297 31
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NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

<i>Directors.</i>	<i>Residence.</i>
D. W. Swigart.....	Bucyrus, Ohio.
Charles Foster.....	Postoria, Ohio.
David Richards.....	Mt. Gilead, Ohio.
G. B. Johnson.....	Granville, Ohio.
James Taylor.....	New Lexington, Ohio.
D. B. Stewart.....	Athens, Ohio.
C. B. Horton.....	Pomeroy, Ohio.
D. W. Swigart,.....	President, Bucyrus, Ohio.
James Taylor.....	Secretary, New Lexington, Ohio.
David Richards,.....	Treasurer, Mt. Gilead, Ohio.
Jno. B. Gregory.....	Engineer, Portsmouth, Ohio.

CINCINNATI AND BALTIMORE RAILWAY COMPANY.

This company was incorporated September 4, 1868, under the general law of May 1, 1852.

The proposed terminal points, length, &c., are as follows:

From Cincinnati, Hamilton county, to Loveland, Clermont county, 23½ miles in length, between the said terminal points; but less than 7 miles (at Cincinnati end) now in process of construction. About 2 miles now laid with iron.

EXPENDITURES UP TO JUNE 30, 1870.

For grading and masonry (embankment \$20,914 78, masonry \$47,683 63) ..	\$68,598 41
“ Bridges	17,312 25
“ Iron rails, chairs and spikes	31,933 78
“ Timber and ties	6,733 80
“ Right of way and land damages	123,689 00
“ Fencing	946 92
“ Civil Engineering	6,365 67
“ Interest and discount on bonds, &c.	31,042 10
“ Contingent expenses	7,444 01
“ Real estate, most of which will be used for right of way and depot grounds	81,891 26
Total	<u>\$382,957 20</u>

AS TO STOCK AND DEBTS, JUNE 30, 1870.

Capital Stock..

The amount of capital stock paid in	\$163,550 00
The amount of capital stock unpaid	<u>336,450 00</u>
Total amount of stock	\$500,000 00
Amount of stock per mile of road (23½ miles)	21,276 59

Debts.

The amount of funded debt (giving classes), as follows :

First mortgage bonds	\$124,000 00
The amount of floating debt	<u>95,407 20</u>
Total amount of funded and floating debts	\$219,407 20
Amount of debt per mile of road (23½ miles)	<u>9,336 48</u>
Total amount of stock and debt	\$719,407 20
Total amount of stock and debt per mile (23½ miles)	30,613 07

AS TO COST OF ROAD.

Total cost of entire road to this date, June 30, 1870	\$382,957 20
Cost of road per mile (7 miles under construction)	54,708 17

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

*Names of Directors.**Post-Office Address.*

Wm. T. McClintiek	Chillicothe, Ohio.
John King, Jr.	Baltimore, Md.
C. Oliver O'Donnell	Baltimore, Md.
John Donnell Smith	Baltimore Md.

Henry C. Lord	Cincinnati, Ohio.
Kenner Garrard	Cincinnati, Ohio.
Wylie H. Oldham	Marietta, Ohio.
Wm. T. McClintick	President, Cincinnati, Ohio.
Charles F. Low	Secretary, " "
Wm. E. Jones	Treasurer, " "
John Waddle	Engineer, " "

State of Ohio, County of Hamilton, ss.

Wm. T. McClintock, President of the Cincinnati and Baltimore Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

WM. T. MCCLINTICK,
President C. & B. Ry. Co.

Subscribed and sworn to, before me, this twenty-seventh day of August, A. D. 1870.

[SEAL.]

C. B. DECAMP,
Notary Public, Hamilton County, Ohio.

NEWARK, SOMERSET AND STRAITSVILLE R. R. CO.

Incorporated April 3, 1867, under general law of May 1, 1852. Capital stock fixed in certificate at \$500,000.

Up to June 30th, 1870, little had been done, with the exception of engineering and grading. Blanks relating to these items are filled, as far as applicable, from the books of the company, and engineers' estimates.

The proposed terminal points and length of the road are as follows:

From Newark to Straitsville—42 $\frac{2}{3}$ miles.

EXPENDITURES UP TO JUNE 30, 1870.

For grading and masonry	\$305,000 00
For bridges	8,000 00
For iron rails, chairs and spikes	10,000 00
For timber and ties	10,000 00
For right of way	15,000 00
For civil engineering	3,400 00
For contingent expenses	3,500 00
Total	<u>\$354,900 00</u>

BRIDGES.

The number and kind of new bridges built during the year, (ending June 30, 1870,) and length in feet, (by following table):

Specify each bridge.	Kind: (Giving distinguishing name.)	Whether wood, stone or iron.	Length in feet.	When built: Date.
Raccoon	Howe Truss	Wood	120	1870.
South Fork	"	"	120	1870.
"	Pile	"	330	1870.
Musleman's	Trestle	"	80	1870.
Hog Run	Pile	"	80	1870.

NAMES AND RESIDENCE OF THE OFFICERS OF THE COMPANY.

<i>Names of Directors</i>	<i>Post-Office Address.</i>
T. J. Davis.....	Newark, Ohio.
W. Shields	"
W. D. Hamilton.....	"
J. L. Birkey.....	"
W. C. Maholun	"
Frank G. McCune	"
Dixon Brown	Somerset, Ohio.
Martin Birkey.....	"
W. M. Ream	"
Isaac Yost	"
Curtiss Trovenger.....	Thornville, Ohio.
T. J. Davis.....	President.
W. Shields	Vice President.
Frank G. McCune	Secretary.
W. D. Hamilton	Treasurer.
Isaac B. Riley.....	Engineer.

Communications intended for this Company should be addressed as follows:
Newark, Somerset and Straitsville R. R. Co., Newark, Ohio.

State of Ohio, County of Licking, ss.:

T. J. Davis, President of the Newark, Somerset and Straitsville Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, from its books and records, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the 30th day of June, A. D. 1870, according to the best of his knowledge and belief.

(Signed)

T. J. DAVIS.

Subscribed and sworn to, before me, this 17th day of September, A. D. 1870.

J. R. BANTON,
Notary Public.

[SEAL]

STORRS TOWNSHIP, NEW RICHMOND AND CENTRAL UNION
DEPOT JUNCTION RAILROAD COMPANY.

CINCINNATI, OHIO, 31ST DECEMBER, 1870.

To the Honorable George B. Wright, Commissioner of Railroads and Telegraphs for the State of Ohio :

DEAR SIR:—In consequence of the postponement of the meeting of our Directors, our report for the current year has been delayed to this date. We submit the following :

Date of incorporation : December 8th, 1866.

Route : From Storrs township, in Hamilton county, to New Richmond, in Clermont county, through said counties of Hamilton and Clermont.

Authorized capital : One million five hundred thousand dollars.

Capital subscribed : Seventy-five thousand two hundred and forty-five dollars.

The construction of the road to New Richmond has not yet been commenced, although plans for the same are being perfected, including the building of a high-water levee.

The officers of the company are : Lyman S. Cotton, President, and C. H. Kilgour, Secretary, residing at Cincinnati; and E. W. Woodward, Treasurer, residing at Morrow, O.

Respectfully submitted,

C. H. KILGOUR, *Sec'y.*

COMPANIES INCORPORATED DURING THE YEAR.

The following is a list of new railroad companies that have been incorporated during the year ending June 30, 1870 :

TUSCARAWAS VALLEY RAILROAD COMPANY.

Certificate filed July 10, 1869. Capital stock, \$500,000.

To build a railroad from a point on the Pittsburgh, Fort Wayne and Chicago Railway, in Massillon, Stark county, to New Philadelphia, Tuscarawas county, through Stark and Tuscarawas counties.

PITTSBURGH, BALTIMORE AND CHICAGO RAILROAD COMPANY.

Certificate filed August 11, 1869. Capital stock, \$200,000, with privilege of increasing the same to \$3,000,000.

To build a railroad from a point in Columbiana county, at or near the south-east corner of St. Clair township, in said county, thence through Columbiana, Stark, Wayne, Ashland and Huron counties, to a point in or near Monroeville, in Huron county.

August 24, 1869. New certificate filed. Same corporators, amount of capital, and route, but with new name, viz.: *Baltimore, Pittsburgh and Chicago R. R. Co.*

CANTON AND AKRON RAILWAY COMPANY.

Certificate filed September 11, 1869. Capital stock, \$300,000.

To build a railway from Canton, Stark county, to Akron, Summit county, through the two counties named.

SAND VALLEY RAILROAD COMPANY.

Certificate filed September 27, 1869. Capital stock, \$20,000.

To build a railroad, commencing at or near Hope Furnace Station, on the Marietta and Cincinnati Railroad, in Brown township, Vinton county, thence along the Valley of Big Sandy Creek to the north line of said Brown township.

COLUMBUS AND MAYSVILLE RAILROAD COMPANY.

Certificate filed November 30, 1869. Capital stock, \$3,000,000.

To build a railroad from Columbus, Ohio, through the counties of Franklin, Pickaway, Madison and Fayette, to or near Washington, in the last named county; thence through Highland county to Hillsboro, thence through Brown county to Ripley, and thence to such point on the Ohio River, at or near Aberdeen, Brown county, as may be suitable for a connection with the Maysville and Lexington Railroad, of Kentucky.

PAINESVILLE, YOUNGSTOWN AND PITTSBURGH RAILROAD COMPANY.

Certificate filed December 2, 1862. Capital stock, \$1,000,000.

To build a railroad from a point in Painesville township, Lake county, to a point within Youngstown township, Mahoning county, through Lake, Geauga, Trumbull and Mahoning counties.

COLUMBUS AND SOUTH POINT RAILROAD COMPANY.

Certificate filed December 28, 1862. Capital stock, \$2,000,000.

To build a railroad from South Point, Lawrence county, at or near the junction of the Big Sandy and Ohio rivers, to Columbus, Franklin county, passing through Lawrence county *via* Ironton, and the counties of Jackson, Vinton, Hocking, Fairfield, Ross *via* Chillicothe, Pickaway *via* Circleville, and Franklin.

WARREN AND SHARON RAILROAD COMPANY.

Certificate filed January 7, 1870. Capital stock, \$700,000.

To build a railroad from Warren, Trumbull county, easterly, through the township of Howland, into the township of Vienna, in said county; thence easterly, to a point on the east line of said county, in the township of Brookfield, in said county, and in the direction of the town of Sharon, in the State of Pennsylvania.

COLUMBUS AND IRONTON RAILROAD COMPANY.

Certificate filed January 15, 1870. Capital stock, \$2,000,000.

To build a railroad from a point on the Ohio River, in Lawrence county, near the junction of Twelve Pole and Ohio rivers, as may be found most eligible for constructing a railroad bridge across said Ohio river, to Columbus, Franklin county, passing through Lawrence, Jackson, Vinton, Pike, Ross, Pickaway and Franklin counties.

CINCINNATI AND MUSKINGUM VALLEY RAILWAY CO.

Certificate filed January 25, 1870. Capital stock \$4,000,000.

To build and acquire a railroad from Cincinnati to Cleveland, passing through Hamilton, Warren, Clinton, Fayette, Pickaway, Fairfield, Perry, Muskingum, Coshocton, Holmes, Wayne, Summit, and Cuyahoga counties.

[This company purchased the road of the Cincinnati and Zanesville Railroad Company, at judicial sale, and now operates the same. It is the intention of the company to extend the road to a point near Dresden, to connect with the P., C. & St. L. Railway.]

BELMONT AND TOLEDO RAILROAD CO.

Certificate filed January 26, 1870. Capital stock \$1,000,000.

To build a railroad from Bellair, Belmont county, to Urichsville, Tuscarawas county, passing through Belmont county, by way of or near St. Clairsville and Flushing, and through Harrison county, by way of or near Freeport and Tuscarawas county.

CHESAPEAKE AND CINCINNATI RAILROAD CO.

Certificate filed February 1, 1870. Capital stock, \$1,000,000.

To build a railroad from a point on the Ohio river in Lawrence county, Ohio, opposite or nearly opposite the mouth of the Guyandote river, in West Virginia, to Cincinnati.

nati, passing through the counties of Lawrence, by way of Ironton, Scioto, by way of Portsmouth, Adams, Brown, Clermont, and Hamilton, by way of the Ohio river, passing Manchester, Aberdeen, Ripley, Higginsport, and New Richmond.

CINCINNATI, LEBANON AND DELAWARE R. R. CO.

Certificate filed February 3, 1870. Capital stock, \$500,000.

To build a railroad from Cincinnati to Delaware, passing through the counties of Hamilton, Butler, Warren, Greene, Clarke, Champaign, Madison, Union, and Delaware.

ASHTABULA, YOUNGSTOWN AND PITTSBURGH RAILROAD CO.

Certificate filed February 11, 1870. Capital stock, \$1,000,000.

To build a railroad from Ashtabula, Ashtabula county, to Youngstown, in Mahoning county, passing through the counties of Ashtabula, Trumbull, and Mahoning.

NEWARK, SOMERSET AND BIG SANDY R. R. CO.

Certificate filed February 17, 1870. Capital stock, \$3,000,000.

To build a railroad from a point of connection with the Newark, Somerset and Straitsville Railroad at or near Haydenville or Hayden's Furnace, in Hocking county, thence through the counties of Hocking and Vinton, to McArthur Station, in said Vinton county; thence through Jackson, Scioto and Lawrence counties, to a point on the Ohio river opposite the mouth of Big Sandy river, in Virginia and Kentucky, or the most feasible point near the mouth of said river for making a connection with the Ohio and Chesapeake Railroad, the object being to construct and establish a through railroad line from Newark to the latter named point.

CINCINNATI, PORTSMOUTH AND IRONTON R. R. CO.

Certificate filed February 19, 1870. Capital stock, \$4,000,000.

To construct a railroad from Cincinnati, Hamilton county; thence through the counties of Clermont, Brown, and Adams; thence to Portsmouth, in Scioto county, and through Scioto county to Lawrence county, and thence through said county to Ironton, and from thence to and terminating at Burlington, in said Lawrence county.

PITTSBURGH, CANTON AND CHICAGO R. R. CO.

Certificate filed February 28, 1870. Capital stock, \$1,000,000.

To construct a railroad from the eastern boundary of the State of Ohio, at or near the north-east corner of Liverpool township, in Columbiana county, to New London, in Huron county, passing through Columbiana county, by way of New Lisbon, through Stark county, by way of Canton, and through Wayne, Medina, Ashland, Lorain, and Huron counties.

BALTIMORE AND OHIO, TOLEDO AND MICHIGAN R. R. CO.

Certificate filed March 2, 1870. Capital, stock, \$1,500,000.

To construct a railroad from Mansfield, Richland county, to a point on the north line of Lucas county, and northward from Toledo, in Lucas county, passing through Richland, Crawford, Huron, Seneca, Sandusky, Wood and Lucas counties; and also through Toledo, in Lucas county.

GALLIPOLIS, McARTHUR AND COLUMBUS R. R. CO.

Certificate filed March 3, 1870. Capital stock, \$1,500,000.

To construct a railroad from a point near Gallipolis, in Gallia county, thence through the counties of Gallia, Jackson, Vinton (via McArthur in said Vinton county), and Hocking, terminating at or near Logan, in Hocking county.

MARIETTA AND BELLAIRE RAILWAY CO.

Certificate filed March 4th, 1870. Capital stock, \$750,000.

To construct a railroad from Marietta, Washington county, to Bellaire, Belmont county, passing through Washington, Monroe and Belmont counties.

BALTIMORE, PITTSBURGH AND CONTINENTAL R. R. CO.

Certificate filed March 10, 1870. Capital stock, \$200,000, with privilege of increasing to \$15,000,000.

To construct a railroad from a point in Middleton township, Columbiana county, at or near Achortown, at the State line; thence through the counties of Columbiana, Carroll, Stark, Tuscarawas, Holmes, Ashland, Richland, Morrow, Marion, Hardin, Anglaize and Mercer, at or near the north-west corner of Washington township, "at the State line in said county of Mercer, Ohio."

OHIO VALLEY RAILWAY CO.

Certificate filed March 30, 1870. Capital stock, \$500,000.

To construct a railroad from Marietta, Washington county, to Ironton, Lawrence county, passing through Washington, Athens, Meigs, Gallia and Lawrence counties.

IRONTON, PORTSMOUTH AND CINCINNATI R. R. CO.

Certificate filed April 9, 1870. Capital stock, \$1,000,000.

To build a railroad from Cincinnati, thence by the nearest and best route through the counties of Hamilton, Clermont, Brown, Adams, Scioto and Lawrence, to a point in Lawrence county, opposite the town of Guyandotte, West Virginia, making the following intermediate points: Ironton, Portsmouth, and as nearly as possible to the following points: West Union, Germantown, Russelville, Bethel, Amelia, Withamsville and Mt. Washington.

CASE RAILROAD COMPANY.

Certificate filed April 14, 1870. Capital stock, \$5,000.

To build a railroad from a point on the Niles and New Lisbon R. R. (where said road crosses the public highway leading from Canfield, Mahoning county, to Warren, Trumbull county,) to the coal bank of Smith Case & Co., in Austintown township, all in Mahoning county.

PATTONVILLE AND OHIO RIVER RAILROAD CO.

Certificate filed April 20, 1870. Capital stock, \$1,500,000.

To build a railroad from a point in or near Pattonville, Hocking county, to a point on the Ohio river, at or near Gallipolis, Gallia county, passing through Hocking, Vinton, Jackson and Gallia counties.

OHIO FURNACE RAILROAD CO.

Certificate filed April 21, 1870. Capital stock, \$25,000.

To build a railroad from Union Landing, Lawrence county to Ohio Furnace, Scioto county, through said counties.

MANSFIELD AND MICHIGAN R. R. CO.

Certificate filed April 27, 1870. Capital stock, \$600,000.

To build a railroad from Mansfield, Richland county, to the State line between Ohio and Indiana, so as to connect with the Michigan, Indiana and Ohio R. R., a corporation organized under the laws of Indiana, passing through the counties of Williams, Henry, Hancock, Wood, Seneca, Crawford and Richland.

LAKE BRANCH OF THE BALTIMORE, PITTSBURGH AND CONTINENTAL R. R. CO.

Certificate filed April 29, 1870. Capital stock \$500,000.

To build a railroad from a point in Lorain county, at or near Elyria, thence through the counties of Medina, (at or near the village of Medina,) Stark, Tuscarawas, Harrison and Belmont, at or near Belmont Station, on the Central Ohio R. R., in said county.

CINCINNATI, GALLIPOLIS AND POMEROY RAILROAD COMPANY.

Certificate filed May 14, 1870. Capital stock, \$1,000,000.

To build a railroad from Cincinnati, through the counties of Hamilton, Clermont, Brown and Highland to Hillsboro, and thence through the counties of Highland and Pike to Piketon, thence through Pike and Jackson counties to Jackson Court House, and thence through Jackson and Gallia counties to Gallipolis, with the most practicable branch road from the main line through Meigs county to Pomeroy on the Ohio River.

NORTH AMERICAN RAILWAY COMPANY.

Certificate filed May 19, 1870. Capital stock, \$100,000.

To build a railroad from New London, Huron county, in a westerly direction through the counties of Huron, Seneca, Hancock, Putnam, and Paulding, to a point on the west line of Harrison township, Paulding county, where the line of the Cleveland, Fort Wayne, and Chicago Railway crosses said line.

MANSFIELD. COLDWATER AND LAKE MICHIGAN RAILWAY COMPANY.

Certificate filed May 20, 1870. Capital stock, \$600,000.

To build a railroad from Mansfield, Richland county, to a point on the north boundary line of Williams county, on the State line between Ohio and Michigan, 18 miles from the northwest corner of Ohio through the counties of Williams, Fulton, Lucas, Wood, Henry, Seneca, Crawford and Richland.

NEW LONDON, TIFFIN AND FORT WAYNE RAILROAD COMPANY.

Certificate filed May 25, 1870. Capital stock, \$100,000.

To build a railroad from New London, Huron county, to a point on the west line of Harrison township, in Paulding county, where the line of the contemplated Tiffin and Fort Wayne Railroad crosses said line of said township, passing through the counties of Seneca, Hancock, Putnam, and Paulding.

BALTIMORE, PITTSBURGH AND WESTERN RAILWAY COMPANY.

Certificate filed May 31, 1870. Capital stock, \$3,000,000.

To build a railroad from the eastern line of the State of Ohio, in Unity township, Columbiana county, to the western line of Ohio, in Harrison township, Paulding county, passing through Columbiana county, (and Salem, in said county) Mahoning, Portage, Summit, (and Akron, in said county) Medina, Lorain, Huron, Seneca, Hancock, Putnam, and Paulding counties.

DETROIT, ELL RIVER AND ILLINOIS RAILROAD COMPANY.

Certificate filed June 13, 1870. Capital stock, \$325,000

To build a railroad from the Michigan State line in a southwesterly direction, from the town of Morenci, Michigan, to a point on the State line of Indiana, in the township of St. Joseph, in Williams county, Ohio, passing through Williams and Fulton counties.

OHIO AND MICHIGAN RAILROAD COMPANY.

Certificate filed June 17, 1870. Capital stock, \$500,000.

To build a railroad from a point on the State line between Ohio and Indiana, and on the west line of Florence township, Williams county, where the Michigan, Indiana and Ohio Railroad, a corporation of Indiana, intersects said township line; thence passing through the counties of Williams, Henry, Defiance, Wood, Putnam, Hancock, Wyandot and Crawford, to Galion, in said last named county.

HUDSON, MORENCI AND MAUMEE RAILROAD COMPANY.

Certificate filed June 28, 1870. Capital stock, \$600,000.

To build a railroad from a point on the Michigan and Ohio State line, nearest the village of Morenci, in Lenawee county, Michigan, and the village of Westfield, in Wood county, Ohio, on the Dayton and Michigan Railroad, passing through certain counties in Ohio as follows, viz: Fulton, via village of Wauseon, in Fulton county; also town of Liberty Centre, in Henry county; also Lucas county, near Grand Rapids; and to the village of Westfield, in Wood county.

ANNUAL REPORTS

OF

TELEGRAPH COMPANIES,

FOR THE

YEAR ENDING JUNE 30, 1870.

ANNUAL REPORT

OF THE

ATLANTIC AND PACIFIC TELEGRAPH COMPANY,

For the year ending June 30, 1870.

CHARACTERISTICS OF THE LINE.

Total number of miles of entire line, poles, owned and operated by the company	2,500
Total number of miles of wire owned and operated by the company	6,000

IN OHIO.

Miles of line, poles	398
Miles of wire :	
Galvanized	762
Compound	161
Total	923
Number of offices	26
Number of persons employed in operating the line	43
Number of miles of line used jointly with railroad companies	155

VALUE OF LINE AND EQUIPMENT IN OHIO.

Poles—Average value of poles per mile	\$20 00	
Total value of poles		\$7,960 00
Wire—Average value of wire per mile	25 00	
Total value of wire		23,075 00
Value of all other property in Ohio		3,000 00
Total value of line in Ohio		\$34,035 00

TARIFF OF RATES FOR THE TRANSMISSION OF MESSAGES.

Number of Miles.	RATE FOR TEN WORDS.		EACH ADDITIONAL WORD.	
	Highest rates.	Lowest rates.	Highest rates.	Lowest rates.
For 25 miles or under	25 cents.	20 cents.	2 cents.	2 cents.
" 25 " and under 50 miles.....	30 "	25 "	2 "	2 "
" 50 " " 75 "	35 "	30 "	2 "	2 "
" 75 " " 100 "	35 "	35 "	2 "	2 "
" 100 " " 150 "	40 "	40 "	3 "	3 "
" 150 " " 200 "	45 "	40 "	3 "	3 "
" 200 " " 250 "	60 "	50 "	4 "	3 "
" 250 " " 300 "	70 "	65 "	5 "	4 "
" 300 " " 350 "	75 "	70 "	5 "	5 "
" 350 " " 400 "	80 "	75 "	5 "	5 "
" 400 " " 450 "	90 "	90 "	6 "	6 "
" 450 " " 500 "	100 "	100 "	7 "	7 "

Assets and liabilities, not given.

Cost of line and equipment in Ohio, not given.

Receipts and expenditures for the year ending June 30, 1870, not given.

AMOUNT OF TAXES PAID IN OHIO,

(For the year ending June 30, 1870.)

Government taxes paid, 3 per cent. of gross receipts of total line.

Total taxes paid in Ohio \$98 90

MISCELLANEOUS.

Are messages sent and delivered in the order of their receipt, or are there any preferred classes or orders? If preferred classes or orders, state what they are?

All sent and delivered in the order of their receipt.

What are your rules and regulations for doing business with other companies? Do you receive messages from and for other telegraph companies or lines and transmit and deliver them on the same terms that you do messages passing exclusively over your own lines? And what, if any, extra charge do you make for such class of messages?

Messages from other lines are received and delivered upon the same terms as messages passing exclusively over our lines. No extra charges are made for such messages.

Do you receive, transmit, and mail promptly messages to be forwarded by mail beyond or off your own line?

Yes.

NAMES AND RESIDENCES OF THE TRUSTEES AND OFFICERS OF THE COMPANY.

TRUSTEES.	RESIDENCE.
John Allen, Jr.....	Buffalo, N. Y.
Oliver Ames.....	Boston, Mass.
Cheney Ames.....	Oswego, N. Y.
W. Blair	Chicago, Ill.

Elisha Brooks	New York.
James Brooks	New York.
Edward Burekhardt	New York.
Abijah W. Chapin	Springfield, Mass.
Sydney Dillon	New York.
John Duff	Boston, Mass.
H. M. Flagler	Cleveland, Ohio.
T. J. S. Flint	Chicago, Ill.
Rufus R. Graves	New York.
Geo. Griswold Gray	New York.
Wm. H. Guion	New York.
C. G. Hammond	Omaha, Nebraska.
Rowland G. Hazard	Peacedale, R. I.
J. N. Kinney	Cincinnati, Ohio.
C. A. Lambard	New York.
John S. Lyle	New York.
S. H. Marks	Lockport, N. Y.
Jas. N. Matthews	Buffalo, N. Y.
C. H. McCormick	New York.
S. D. McMillan	Cleveland, Ohio.
John H. Mortimer	New York.
Richard Mortimer	New York.
Allen Munroe	Syracuse, N. Y.
Alfred Nelson	New York.
Samuel U. F. Odell	New York.
W. D. Snow	New York.
Angus Smith	Milwaukee, Wis.
Henry A. Smythe	New York.
H. F. Spaulding	New York.
Henry M. Taber	New York.
E. H. Van Kleeck	New York.
A. R. Van Nest	New York.
John G. Vose	New York.
A. F. Willmarth	New York.
H. D. Walbridge	New York.
Horace S. Walbridge	Toledo, Ohio.

OFFICERS.

A. F. Willmarth	President.
W. H. Guion	Vice President.
John Duff	Second Vice President.
Alfred Nelson	Secretary and Treasurer.
E. D. L. Sweet	General Superintendent.

Communications intended for this company should be addressed as follows: Alfred Nelson, Secretary and Treasurer, 31 and 33 Broadway, New York.

State of New York, County of New York, ss.:

Personally appeared before me, a Commissioner in and for said county, Alfred Nelson Secretary and Treasurer of the Atlantic and Pacific Telegraph Company, who being duly sworn, deposes and says that the foregoing statement of the affairs of said company is true and correct in all respects, as he verily believes.

ALFRED NELSON, *Secretary and Treasurer.*

Sworn and subscribed before me, at New York, this 9th day of January, A. D. 1871.

THOS. F. GOODRICH,

[SEAL.]

Commissioner for Ohio, in New York.

ANNUAL REPORT

OF THE

PACIFIC AND ATLANTIC TELEGRAPH COMPANY OF THE UNITED STATES,

For the year ending June 30, 1870.

CHARACTERISTICS OF THE LINE.

Total number of miles of entire line (poles) owned and operated by the company.	3,972
Total number of miles of wire owned and operated by the company.....	8,200

IN OHIO.

Miles of line (poles) in Ohio	271
Miles of wire in Ohio (galvanized)	847
Number of offices in Ohio	14
Number of persons employed in operating the line in Ohio	45

VALUE OF LINE AND EQUIPMENT IN OHIO.

As the entire cost of our line is engrossed in our general construction account I cannot detail the cost of the Ohio section.

TARIFF OF RATES FOR THE TRANSMISSION OF MESSAGES.

Number of Miles.	RATE FOR TEN WORDS.		EACH ADDITIONAL WORD.	
	Highest rates.	Lowest rates.	Highest rates.	Lowest rates.
For 25 miles or under.....	25 cents.	20 cents.	2 cents.	2 cents.
" 25 " and under 50 miles.....	25 "	20 "	2 "	2 "
" 50 " " 75 "	25 "	20 "	2 "	2 "
" 75 " " 100 "	25 "	20 "	2 "	2 "
" 100 " " 150 "	25 "	20 "	2 "	2 "
" 150 " " 200 "	25 "	25 "	2 "	2 "
" 200 " " 250 "	25 "	25 "	2 "	2 "
" 250 " " 300 "	25 "	25 "	2 "	2 "
" 300 " " 350 "	35 "	25 "	2 "	2 "
" 350 " " 400 "	35 "	25 "	2 "	2 "
" 400 " " 450 "	40 "	35 "	3 "	2 "
" 450 " " 500 "	75 "	60 "	5 "	4 "

300 PACIFIC & ATLANTIC TELEGRAPH CO. OF THE U. S.

Night messages sent after six o'clock P. M., are half the regular tariff rates. This system of "night rates" was inaugurated by this Company, and has proven to be of great advantage to the public.

ASSETS AND LIABILITIES.

Not given.

COST OF LINE AND EQUIPMENT.

Not having separate accounts for construction and equipment in Ohio, cannot answer

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30, 1870.

Not given.

AMOUNT OF TAXES PAID IN OHIO.

All taxes are paid at the general office at Pittsburgh, Pa., and are posted to a general account without distinction to State levy.

MISCELLANEOUS.

Are messages sent and delivered in the order of their receipt, or are there any preferred classes or orders? If any preferred classes, what are they?

Messages are sent and delivered in the order they are received.

What are your rules and regulations for doing business with other companies? Do you receive messages from and for other Telegraph Companies or lines, and transmit and deliver them on the same terms that you do messages passing exclusively over your own lines, and what, if any, extra charge do you make for such class of messages?

We receive from other Telegraph Companies such messages as they transfer to us, and send the same in the order they are received without extra charge, making no distinction, whatever, in the receipt and transmission of such messages.

Do you receive, transmit, and mail promptly, messages to be forwarded by mail beyond or off your own line?

We do.

NAMES AND RESIDENCE OF THE DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.	RESIDENCE.
George H. Thurston.....	Pittsburgh, Penn.
Jas. L. Shaw.....	Philadelphia, "
Edward Jay Allen	Pittsburgh, "
Robert J. Anderson	" "
William Varnum.....	" "
John W. Ellis.....	New York, N. Y.
George H. Thurston	President.
James L. Shaw	Vice President.
Edward Jay Allen	Secretary and Treasurer.
David McCargo.....	General Superintendent.
A. Q. Casselberry	Ass't General Superintendent.

Communications for the Company should be addressed as follows:

Pacific and Atlantic Telegraph Company of the United States, Pittsburgh, Penn.

State of Pennsylvania, County of Allegheny, ss.

Personally appeared before me, a Notary Public in and for said county, A. Q. Casselberry, Assistant General Superintendent of the Pacific and Atlantic Telegraph Company of the U. S., who, being duly sworn, deposes and says that the foregoing statement of the affairs of said Company is true and correct, in all respects, according to the best of his knowledge and belief.

A. Q. CASSELBERRY,

Ass't Gen'l Sup't.

Sworn to and subscribed before me, at Pittsburgh, this 31st Day of December. A. D. 1870.

JAS. E. MCKELVY,

Notary Public.

[SEAL.]

ANNUAL REPORT

OF THE

TELEGRAPH LINE OF THE MARIETTA AND CINCINNATI
RAILROAD COMPANY,

For the year ending June 30, 1870.

[LINE ALL IN OHIO.]

CHARACTERISTICS OF THE LINE.

Miles of line (poles) owned and operated by the Company.....		117
Miles of wire owned and operated by the Company.	{ Galvanized. 210 Plain 42 Total.	252
Number of officers.....		26
Number of persons employed in operating the line		40

VALUE OF LINE AND EQUIPMENT.

Poles —Average value of poles per mile.....	\$9 60	
Total value of poles.....		\$1,123 20
Wire —Average value of wire per mile.....	20 33	
Total value of wire.....		5,124 00
Value of all other property of the line		2,500 00
Total value of the line.....		<u>\$8,747 20</u>

TARIFF OF RATES FOR THE TRANSMISSION OF MESSAGES.

Number of Miles.	Rates for ten words.		Each additional word.	
	Highest rate.	Lowest rate.	Highest rate.	Lowest rate.
For 25 miles or under.....	50 cents.	15 cents.	3 cents.	1 cent.
" 25 " and " 50 miles.....	60 "	45 "	4 "	3 cents.
" 50 " " " 75 ".....	75 "	50 "	5 "	3 "
" 75 " " " 100 ".....	75 "	65 "	5 "	4 "
" 100 " " " 150 ".....	90 "	65 "	6 "	4 "
" 150 " " " 200 ".....	100 "	75 "	7 "	5 "

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1870.

Total earnings for the year..... \$6,130 77
 Expenditures included in report of Marietta and Cincinnati Railroad Co. No separate account kept.

AMOUNT OF TAXES PAID DURING THE YEAR ENDING JUNE 30, 1870.

No separate account kept. Included in report of Marietta and Cincinnati Railroad Company.

MISCELLANEOUS.

Are messages sent and delivered in the order of their receipt, or are there any preferred classes or orders?

Commercial business is transmitted and delivered in order received. *Important* railroad messages of officers of Company take precedence over other business.

What are your rules and regulations for doing business with other companies? Do you receive messages from and for other telegraph companies or lines, and transmit and deliver them on *the same terms* that you do messages passing exclusively over your own lines; and what, if any, extra charge do you make for such class of messages?

We receive business from and for other lines and forward subject to the *same conditions* as our *local business*, but at *reduced rates*. We do not charge for the *date* and *name* of the *transfer office* on through business, as some companies do.

Do you receive, transmit and mail, promptly, messages to be forwarded by mail beyond or off from your own lines?

We do.

Communications intended for this line should be addressed as follows:

Wm. W. Peabody, Master of Transportation and Supt Tel., Cincinnati, Ohio; or to J. N. Miller, Manager, Chillicothe, Ohio.

State of Ohio, County of Hamilton, ss.

Personally appeared before me, a Notary Public in and for said county, W. W. Peabody Superintendent of the Telegraph line of the Marietta and Cincinnati Railroad Company, who, being duly sworn, deposes and says that the foregoing statement of the affairs of said line is true and correct, in all respects, according to the best of his knowledge and belief.

Signed,

WM. W. PEABODY,

M. of T. and Supt. Tel.

Sworn to and subscribed before me, at Cincinnati, this 9th day of February, A. D. 1870.

C. B. DE CAMP,

[SEAL.]

Notary Public, Hamilton Co., Ohio.

ANNUAL REPORT

OF THE

WESTERN UNION TELEGRAPH COMPANY,

For the year ending June 30, 1870.

CHARACTERISTICS OF THE LINE.

ENTIRE LINE.

Total number of miles of line (poles) operated by the company.....	54,109
Total number of miles of wire operated by the company.....	112,191

IN OHIO.

Miles of line (poles) in Ohio.....	3,916
Miles of wire in Ohio:	
Galvanized.....	5,418
Plain	3,639
	9,057
Number of offices in Ohio.....	292
Number of persons employed in operating the line in Ohio.....	390
Number of miles of line in Ohio used jointly with railroad companies, about	3,800

VALUE OF LINE AND EQUIPMENT IN OHIO.

Poles—Average value of poles per mile, estimated	\$20 00
Total value of poles in Ohio, estimated	\$78,320 00
Wire—Average value of wire per mile, estimated	25 00
Total value of wire in Ohio, estimated.....	226,425 00
Value of all other property in Ohio, estimated.....	10,000 00
Total value of line in Ohio, estimated	\$314,745 00

TARIFF OF RATES FOR THE TRANSMISSION OF MESSAGES.

Number of Miles.	Rate for ten words.		Each additional word.	
	Highest rates.	Lowest rates.	Highest rates.	Lowest rates.
For 25 miles or under	25 cents.	10 cents.	2 cents.	1 cent.
" 25 " and " 50 miles	30 "	10 "	2 "	1 "
" 50 " " " 75 "	35 "	10 "	2 "	1 "
" 75 " " " 100 "	40 "	20 "	3 "	1½ cents.
" 100 " " " 150 "	55 "	25 "	4 "	2 "
" 150 " " " 200 "	70 "	35 "	5 "	2½ "
" 200 " " " 250 "	80 "	40 "	5 "	2½ "
" 250 " " " 300 "	90 "	45 "	6 "	3 "
" 300 " " " 350 "	100 "	50 "	7 "	3½ "
" 350 " " " 400 "	110 "	55 "	7 "	3½ "
" 400 " " " 450 "	120 "	60 "	8 "	4 "
" 450 " " " 500 "	130 "	65 "	9 "	4½ "

We have some special rates to certain points still lower than above schedule ; say one dollar for distances of one thousand miles, or fifty cents for same distance if the message is sent during the night as a night message.

COST OF LINE AND EQUIPMENT IN OHIO. *

Estimated cost per mile to complete line and equipment ready for use	\$500 00
Estimated total cost of line and equipment in Ohio, ready for use, including franchises	2,029,000 00

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1870.

Total earnings for the year of the line in Ohio *	\$127,000 00
Total expenditures for the year for maintenance of line, including salaries of officers, operators, clerks, etc., in Ohio *	116,000 00
Surplus	\$11,000 00

AMOUNT OF TAXES PAID IN OHIO FOR THE YEAR ENDING JUNE 30, 1870.

Government taxes paid	\$12,000 00
State taxes paid	12,419 19
Total taxes paid in Ohio	\$24,419 19

GENERAL STATEMENT.

The following statement exhibits the operations of the company during the past as compared with the year previous :

On the 1st of July, 1870, this company possessed 54,109 miles of poles, and 112,191 miles of wire, against 52,099 miles of poles and 104,584 miles of wire at the same time last year ; being an increase of 1,910 miles of poles and 7,607 miles of wire.

During the past year there has been an increase of 521 offices and 883 sets of telegraphic apparatus.

*Accounts of Ohio not kept separately—amounts estimated.

The gross receipts for the year ending July 1, 1869, were.....	\$7,316,918
“ “ “ “ 1870, “	7,138,737
Decrease (or $2\frac{1}{2}$ per cent).....	178,181
The gross expenditures for the year ending July 1, 1870, were.....	4,910,772
“ “ “ “ 1869, “	4,568,116
Increase (or $7\frac{1}{2}$ per cent.).....	\$342,656
The number of messages transmitted during the year was twenty-two per cent. more than for the preceding year.	
The net profits for the year ending July 1, 1869, were.....	\$2,801,407
“ “ “ “ 1870, “	2,227,966
Being a decrease of (or 20 per cent).....	\$573,491

From October 1, 1869, when the reduced tariff went into operation, to April 30, 1870, the gross receipts were \$233,273, and the expenditures are \$186,019 more than for the same months of the preceding year, making a difference in the net earnings of \$419,293. Thus seventy-four per cent. of the decrease in the net earnings for the year occurred in the first seven months after the reduction in the tolls. Of this decrease in the net earnings, \$200,322 occurred during the months of January and February alone, being thirty-five per cent. out of the decrease for the year. After the reduction of the rates in October of last year, the gross receipts did not come up to those of any corresponding month in the preceding year, until May, when they exceeded the same month of the preceding year by \$7,755. In July, 1870, the receipts exceeded the same month in 1869 by \$36,399. In August, 1870, the receipts exceeded the same month of the preceding year by \$41,124.

As the cost of performing an increased amount of traffic increases in a certain proportion with the service, the net earnings did not come up to the amount earned in any corresponding month of the preceding year until July, when they were in excess of the same month, for 1869, by \$21,281.

In August, 1870, the net earnings were \$218,614, being \$14,087 better than in 1869.

From October 1, 1869, when the rates were reduced, to March 1, 1870, five months, the net earnings were \$847,879.

From March 1, 1870, to August 1, 1870, five months, the net earnings were \$946,863, being an increase of \$98,983, or eleven and six-tenths per cent. If the same rate of increase should continue for the next year, the net earnings would amount to \$2,486,409, which added to the amount saved by the abolishment of the national tax, would make the net earnings for the year ending July, 1871, \$2,686,409. We may, however, expect much better results than these, for the business for the five months from October 1 to March 1, is generally better than the five months from March 1 to August 1.

Thus, from October 1, 1868, to March 1, 1869, the net earnings were \$1,207,564, and from March 1, 1869, to August 1, 1869, \$1,032,124, showing that the autumn and winter months for 1868 and 1869 were \$175,440 better than the spring and summer months of 1869, while for the present year, the spring and summer months are \$98,953 better than the preceding autumn and winter months.

The average rate of tolls upon the entire volume of business done for the year ending July 1, 1870, was twenty per cent. less than for the year ending July 1, 1869.

MISCELLANEOUS.

Are messages sent and delivered in the order of their receipt, or are there any preferred classes or orders?

Sent and delivered in the order of their receipt and agreeably with Sec. 9 of an act of the State of Ohio, of March 31, 1865; and Sec. 2 of an act of Congress, of July 24, 1866.

What are your rules and regulations for doing business with other companies? Do you receive messages from and for other telegraph companies or lines and transmit and deliver them *on the same terms* that you do messages passing exclusively over your own lines; and what, if any, extra charge do you make for such class of messages?

We do.

Do you receive, transmit and mail, promptly, messages to be forwarded by mail beyond or off your own lines?

Invariably.

NAMES AND RESIDENCE OF DIRECTORS AND OFFICERS OF THE COMPANY.

DIRECTORS.	RESIDENCE.
Hugh Allen	Montreal.
Jas. H. Banker	New York.
Horace F. Clark	"
A. B. Cornell	"
H. Durkie	"
Wm. E. Dodge	"
A. W. Greenleaf	"
Wilson G. Hunt	"
George Jones	"
C. Livingston	"
E. D. Morgan	"
Wm. Orton	"
E. S. Sanford	"
A. Schell	"
Jno. Steward	"
Moses Taylor	"
Daniel Torrance	"
Ed. B. Wesley	"
R. S. Burrows	Albion, N. Y.
Emory Cobb	Kankakee, Ill.
Ezra Cornell	Ithaca, N. Y.
J. A. Ellis	Chicago, Ill.
Norvin Green	Louisville, Ky.
Jno. A. Griswold	Troy, N. Y.
Jas. H. Howe	Kenosha, Wis.
Hiram Sibley	Rochester, N. Y.
Zalmon G. Simmons	Kenosha, Wis.
Geo. Walker	Springfield, Mass.
Stillman Witt	Cleveland, O.

OFFICERS.

President—Wm. Orton	New York.
Vice Presidents—N. Green	Louisville, Ky.
A. B. Cornell	New York.
Geo. Walker	Springfield, Mass.
Secretary—O. H. Palmer	New York.
Superintendent—Anson Stager	Chicago, Ill.

Communications intended for this company should be addressed as follows: Anson Stager, General Superintendent, Chicago, Illinois.

State of Illinois, County of Cook, ss. :

Personally appeared before me, a Notary Public in and for the town of Hyde Park, in the county of Cook, State of Illinois, Anson Stager, General Superintendent of the Western Union Telegraph Company, who being duly sworn, deposes and says that the foregoing statement of the affairs of said company is true and correct, in all respects according to the best of his knowledge and belief.

ANSON STAGER, *General Superintendent.*

Sworn to and subscribed before me, at Chicago, Illinois, this 12th day of December,
A. D. 1870.

GEORGE WILLARD,

[SEAL.]

Notary Public.

TABULATED RESULTS

COMPILED FROM

TELEGRAPH REPORTS.

Tabulated Results compiled from the Reports of the various Telegraph Companies, for the year ending June 30, 1870.

TABLE A.—AS TO CHARACTERISTICS OF THE LINES.

Names of Telegraph Companies,	ENTIRE LINES.		IN OHIO.					
	No. of miles operated by the company.	No. of miles of wire operated by the company.	No. of miles of wire.			No. of offices.	No. of persons employed in operating lines.	No. of miles of line used jointly with railroad companies.
			Galvanized.	Plain.	Total.			
Atlantic and Pacific.....	2,500	6,000	762	161	923	26	43	155
Pacific and Atlantic of the United States.....	3,972	8,200	847	.....	847	14	45	None.
Telegraph Line of the Marietta and Cincinnati R. R. Co..	117	252	210	42	252	26	40	117
Western Union.....	54,109	112,191	5,418	3,630	9,057	292	390	3,800
Totals.....	60,698	126,643	7,237	3,842	11,079	358	518	4,072

TABLE B.—AS TO VALUE OF LINES AND EQUIPMENT IN OHIO.

Names of Telegraph Companies.	Average value of poles per mile.		Total value of poles in Ohio.		Average value of wire per mile.		Total value of wire in Ohio.		Value of all other property in Ohio.		Total value of line and equipment in Ohio.
	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	
Atlantic and Pacific.....	\$20 00	\$7,960 00	\$25 00	\$23,075 00	\$3,000 00	\$34,035 00					
Pacific and Atlantic of the United States.....	9 60	1,133 20	20 33	5,124 00	2,500 00	8,747 20					
Telegraph Line of the M. and C. R. R. Co.....	20 00	78,320 00	25 00	226,425 00	10,000 00	314,745 00					
Western Union.....	.....	\$27,403 20	.....	\$254,624 00	\$15,500 00	\$357,527 20					
Totals.....	.....	.....	.....	.....	.....	.....

(a) Not reported.

TABLE C.—AS TO RATES FOR THE TRANSMISSION OF MESSAGES.

Names of Telegraph Companies.	For 25 miles and under.		For 25 miles and under 50 miles.		For 50 miles and under 75 miles.		For 75 miles and under 100 miles.		For 100 miles and under 150 miles.	
	Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.	
	Highest. Cents.	Lowest. Cents.	Highest. Cents.	Lowest. Cents.	Highest. Cents.	Lowest. Cents.	Highest. Cents.	Lowest. Cents.	Highest. Cents.	Lowest. Cents.
Atlantic and Pacific	25	20	2	2	35	30	2	2	40	3
Pacific and Atlantic of the U. S.	25	20	2	2	25	20	2	2	25	20
Telegraph Line of the Marietta and Cin. R. Co. .	50	15	3	1	60	45	4	3	90	65
Western Union	25	10	1	30	10	2	1	40	55	25

TABLE C.—Continued.

Names of Telegraph Companies.	For 150 miles and under 200 miles.		For 200 miles and under 250 miles.		For 250 miles and under 300 miles.		For 300 miles and under 350 miles.		For 350 miles and under 400 miles.		For 400 miles and under 450 miles.		For 450 miles and under 500 miles.		For 500 miles and under 550 miles.		For 550 miles and under 600 miles.		For 600 miles and under 650 miles.		For 650 miles and under 700 miles.		For 700 miles and under 750 miles.		For 750 miles and under 800 miles.		For 800 miles and under 850 miles.		For 850 miles and under 900 miles.		For 900 miles and under 950 miles.		For 950 miles and under 1000 miles.				
	Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		Rate for 10 words.		
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Atlantic and Pacific	45	40	3	3	60	50	4	3	80	75	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Pacific and Atlantic of the U. S.	25	25	2	2	25	25	2	2	35	25	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Telegraph Line of the Marietta and Cin. R. Co. .	70	35	5	2	80	40	5	2	1	10	55	7	3	1	35	65	9	4	3	1	35	65	9	4	3	1	35	65	9	4	3	1	35	65	9	4	3
Western Union	70	35	5	2	80	40	5	2	1	10	55	7	3	1	35	65	9	4	3	1	35	65	9	4	3	1	35	65	9	4	3	1	35	65	9	4	3

SUBSCRIPTIONS TO THE CAPITAL STOCK OF, AND LOANS OF CREDIT TO THE RAIL- ROAD COMPANIES OF THE STATE,

BY COUNTIES, TOWNSHIPS, CITIES AND TOWNS.

(Made prior to the adoption of the present Constitution.)

The following were the inquiries contained in a circular, prepared and sent to the Auditors of counties through or in which railroads were projected prior to the adoption of the present Constitution:

"First. To what railroad companies did your county subscribe stock, giving the date of subscriptions, names of railroad companies, and amounts subscribed respectively; and State whether such subscriptions were paid in bonds or money."

"Second. Have the bonds issued in payment of stock subscriptions been redeemed? If not, what account remains unredeemed or outstanding, as to each company whose stock you hold, respectively?"

"Third. Is the stock still held? If not, what disposition has been made of it as to each company, respectfully?"

"Fourth. Do you receive any, and what dividends on your stock?"

"Fifth. Any other facts in connection with your subscription, of public interest."

"Sixth. State what you know of any subscription made by any township, city or town within your county.

The circular was sent to the Auditors of 76 counties, the following are the affirmative responses made thereto, those who report no stock interest, or make no report, being omitted.

ALLEN COUNTY.

Subscribed to the Ohio and Indiana Railroad Company, (now the Pittsburgh, Fort Wayne and Chicago Railway Company,) June 5, 1851, \$100,000, paid in bonds, of which \$68,000 have been redeemed, leaving \$32,000 unredeemed.

No stock now held, sold between 1st of March and last of May, 1843, at from 66 to 75 per cent.

No dividends were received.

Ottawa township subscribed to the Dayton and Michigan Railroad Company, \$10,000.

ATHENS COUNTY.

This county subscribed to the Marietta and Cincinnati Railroad Company to the amount of \$200,000, which was paid in bonds at 20 years. Said bonds were issued in 1852, and payable in 1872, with interest at 7 per cent. per annum.

There has been \$50,000 of bonds redeemed, leaving \$150,000 outstanding.

Under a re-organization made by the company the stock was reduced eighty cents on the dollar, the railroad company issuing new stock at 20 per cent. on the original.

The only other fact of public interest that I think of is that we consider the stock of very little value, and that we shall be able to cancel our railroad debt at maturity and consider the advantages to our county by the construction of the road through it, to fully justify the cost to the county even though we should not derive anything from the stock.

AUGLAIZE COUNTY.

The county subscribed to the Dayton and Michigan Railroad Company, in 1853, \$18,000. Paid the same in bonds, \$3,000 of which have been redeemed, the balance remaining unpaid.

Stock still held—no dividends.

BELMONT COUNTY.

This county subscribed to the Central Ohio Railroad Company \$100,000, in 1852. Paid the same in bonds.

Bonds all redeemed.

The county still holds the stock.

One year we received 6 per cent., next year 3 per cent. dividend.

CARROLL COUNTY.

No subscriptions were made by this county to railroads. The following township subscriptions were made, viz:

Orange township subscribed to the Steubenville and Indiana R. R.....	\$10,000
Central " " Carroll Railroad	10,000
Lee " " " 	3,000
Union " " " 	2,500
Total.....	<u>\$25,500</u>

No data is given in regard to these subscriptions, or as to the disposition of the stock held by the townships.

CHAMPAIGN COUNTY.

This county subscribed to the Columbus, Piqua and Indiana Railroad Company, in 1852, \$75,000. Paid the same in bonds, all of which have been redeemed.

The stock was reduced to one-fourth by capitalization, and sold at 45 per cent. discount.

Goshen township subscribed \$— to the Springfield Branch of the Cleveland, Columbus and Cincinnati Railroad Company in 185—. Paid in bonds which were repudiated, litigated and now being redeemed by taxes now being assessed.

CLARKE COUNTY.

This county subscribed, May 15, 1845, to Little Miami Railroad Company, 500 shares—\$25,000. June 8, 1847, same transferred to Mad River and Lake Erie Railroad Company.

June 11, 1852, same transferred to Springfield and Columbus Railroad Company. April 14 1851, subscribed to Springfield and Mansfield Railroad Company, 1,200 shares—\$60,000. June 3, 1851, to Springfield and Columbus Railroad Company, 800 shares—40,000.

All of which subscriptions were paid in bonds, bearing 7 per cent. interest per annum.

All of said bonds have been redeemed.

All the stock is still held by the county, but *worthless*, the roads having been sold under the hammer.

A subscription of \$20,000 was made by the city of Springfield to the Springfield and Mansfield Railroad Company, (Springfield Branch of the C., C. C. and I. R. R. Co.) date not remembered, perhaps in 1851.

Payment made in bonds, and all redeemed.

CLINTON COUNTY.

The county subscribed to the Cincinnati, Wilmington and Zanesville Railroad Company, May 15, 1851, \$200,000. Paid in bonds—excluding Marion and Jefferson townships.

The bonds have been redeemed.

Marion and Jefferson townships, \$5,000 each (\$10,000), payable in bonds—redeemed subsequently, about 1849.

No record here showing.

COSHOCTON COUNTY.

On the 5th of February, 1850, this county subscribed \$100,000 to the Steubenville and Indiana Railroad Company.

Subscription paid in bonds, of which \$7,000 remain unredeemed.

Fifty thousand dollars of stock subscribed was donated to the first mortgage bondholders, in consideration that the road should be extended to Pittsburgh—Pan-Handle portion.

Tuscarawas township subscribed	\$30,000
Lafayette " " 	20,000
Virginia " " 	15,000
Franklin " " 	15,000

—and issued bonds for same, of which Tuscarawas township has \$18,000 and Virginia \$3,000 unredeemed. Lafayette and Franklin have redeemed their issue in full.

These townships also donated half of their stock on same terms as the county. Certificates of stock, reported now held, as follows, by

County	\$63,150
Tuscarawas township	19,000
Lafayette " 	12,600
Virginia " 	9,500
Franklin " 	9,500
Total.....	<u>\$113,750</u>

The county has funds on hand to redeem the seven outstanding bonds.

CRAWFORD COUNTY.

The county subscribed to the Pittsburgh, Ft. Wayne and Chicago Railroad Company \$100,000, on the 23d of November, 1852. Subscriptions paid in bonds.

Bonds all redeemed. The stock is all sold.

CUYAHOGA COUNTY.

No subscriptions have been made to railroads by Cuyahoga county. The city of Cleveland subscribed for stock in the following roads, viz. :

Cleveland, Columbus and Cincinnati	\$100,000
Cleveland and Pittsburgh	100,000
Cleveland Painesville and Ashtabula	200,000
	<hr/>
	\$400,000

Bonds issued in payment, and have all been redeemed.

The stock of the Cleveland, Painesville and Ashtabula Railroad Company (now Lake Shore and Michigan Southern), is still held by the city.

The city has realized large dividends in money and stock—present rate 5 per cent. semi-annual.

No records in this office that would throw any light, or give any information on the subject of the sixth interrogatory. [Township, city and town subscription in the county.]

[From an officer of the Cleveland and Pittsburgh Railroad Company, the following information is obtained: "About the 1st of November, 1849, the city of Cleveland issued \$100,000 in bonds in payment for 2,000 shares of capital stock at the par value of \$50 per share, subscribed to this company July 1, 1852. Said stock was increased by the issue to the city of 280 shares, being a stock dividend of 14 per cent. In December, 1856, the 280 shares were transferred to other parties, and in October, 1862, the 2,000 shares were transferred to other parties by sale."—COMMISSIONER.]

DARKE COUNTY.

This county subscribed to the stock of the Greenville and Miami Railroad Company (now Dayton and Union), April 12, 1848, \$50,000.

Bonds of the county were issued in payment, and have all been redeemed.

The stock was capitalized into the Dayton and Union Railroad Company, and is now held by the county.

Although we have not received anything in the way of dividends, yet our county has been well compensated by the public convenience and general prosperity that has accrued by reason of the road.

The town of Greenville subscribed \$100,000 to the same company (G. and M. R. R. Co.,) and issued its bonds, which have since been redeemed.

DELAWARE COUNTY.

This county subscribed to the stock of the Cleveland, Columbus and Cincinnati Railroad Company \$100,000.

The county issued bonds payable in 20 years which were taken by the railroad company in payment for the subscription. Subsequently the county transferred their stock to 31 citizens and they assumed the bonds, which are about all redeemed. The stock was taken in March, 1850.

The county took \$50,000 stock in the Springfield and Mansfield Railroad Company. The road has been sold at sheriff's sale. Bonds issued October, 1851; of these bonds there remains unredeemed \$42,000.

The original stock in the Springfield and Mansfield road is worthless.

Delaware township took \$50,000 in the Springfield and Mansfield road at the same time. The bonds given in payment of the subscription are all redeemed. The stock is worthless.

ERIE COUNTY.

This county never subscribed to the stock of any railroad company.

The town and township of Huron, many years since, subscribed to what was then known as the Oxford and Huron Railroad (or Huron and Oxford Railroad) which was subsequently consolidated with the Sandusky, Mansfield and Newark Railroad, and by them abandoned. The bonds have all been paid, I think. The town of Huron subscribed \$22,000 and the township of Huron the same amount (\$22,000).

FAIRFIELD COUNTY.

This county subscribed to the stock of the Cincinnati, Wilmington and Zanesville Railroad Company in January, 1852—\$250,000, in payment of which bonds of the county were issued.

In 1862 the bonds outstanding were exchanged for bonds payable in 1872. There has been redeemed \$190,000, unredeemed \$60,000.

The stock has been reduced to 15 per cent. No dividend was ever paid.

Under the arrangement the county was entitled to a certificate of stock to the amount of \$37,000. The county has never received a certificate, the road has now changed hands, and what disposition will be made of the stock we know not.

Lancaster city subscribed to the Hocking Valley and probably to the Cincinnati and Zanesville, the amount not known.

FAYETTE COUNTY.

Under the act of the General Assembly passed March 5, 1851, (local) authorizing the Commissioners of Fayette county to subscribe to the capital stock of the Cincinnati, Wilmington and Zanesville Railroad Company, the Commissioners on the 12th day of July, 1851, subscribed \$100,000 to the capital stock of said company, and the bonds of the county were subsequently issued for said amount. These bonds have been redeemed. The stock is still held by the county but is worthless. The road has been sold under first mortgage. No dividends were ever paid on the stock.

The trustees of Union township subscribed \$15,000 to the Dayton, Xenia and Belpre Railroad. Bonds were issued and paid, but the road was sold and the township lost the entire installment.

FRANKLIN COUNTY.

No report has been received from the Auditor of Franklin county, but the following facts have been derived from other sources:

On the second of July, 1852, this county subscribed to the stock of the Columbus and Xenia Railroad Company \$50,000.

The county also subscribed to the stock of the Cleveland, Columbus and Cincinnati Railroad Company (date not known) \$50,000.

The subscriptions were paid in bonds, all of which have been redeemed. The county has parted with all the stock. As both of these companies have generally paid regular dividends on the stock, it is presumed little or no loss was sustained by the county upon her subscription. On the 2d of July, 1852, the city of Columbus subscribed to the stock of the Columbus and Xenia Company \$50,000, which was paid in bonds, all of which have been redeemed. The city has disposed of the stock.

GREENE COUNTY.

This county made the following subscriptions of stock :

To Little Miami Railroad Company, May 12, 1837.....	\$35,000 00
“ “ “ August 15, 1837.....	15,000 00

Subscription paid in money	\$50,000 00
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To Columbus and Xenia Railroad Company, October 3, 1847.....	50,000 00
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Paid in county bonds.

To Dayton, Xenia and Belpre Railroad Company, June 6, 1853.....	25,000 00
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Paid by transfer of stock of the Columbus and Xenia Railroad Company held by the county.

All the stocks have been sold. That subscribed to the Dayton, Xenia and Belpre Railroad, at a mere nominal price.

The following township subscriptions were made to the Dayton, Xenia and Belpre Railroad Company :

Xenia township.....	\$21,800 00
Silver Creek township	8,000 00
New Jasper township	1,500 00
Spring Valley township	300 00
Jefferson township.....	6,000 00
	<hr/>
	\$37,600 00

GUERNSEY COUNTY.

This county subscribed to the Central Ohio Railroad Company (date not given) \$100,000.

Subscription paid in bonds of the county, all of which have been redeemed.

Fifty thousand dollars was transferred to the Maysville and Cincinnati, or South Western, Railroad Company, and the other fifty thousand capitalized, leaving forty thousand dollars now in possession of Guernsey county.

Two dividends have been paid on the capitalized stock remaining, one of six per cent. and one of three per cent.

HAMILTON COUNTY.

The auditor of this county reports that no subscription to the stock of railroad companies has been made by the county, but the following communication from the Mayor of the city of Cincinnati gives the amount invested by said city :

Inclosed please find the information requested as to the railroad stocks and bonds issued by the city of Cincinnati. The only company that has ever paid dividends to the city is the Little Miami. The rest of the bonds and stocks are non-dividend-paying investments.

LITTLE MIAMI RAILROAD COMPANY.

\$100,000. Bonds by ordinance passed April 23, 1844. Date of issue, May 1, 1844. Redeemable December 1, 1885. \$4,000 redeemed.

COVINGTON AND LEXINGTON RAILROAD COMPANY.

\$100,000. Bonds by ordinance passed August 29, 1851. Date of issue, August 29, 1851. Redeemable January 1, 1881. \$3,000 redeemed.

MARIETTA AND CINCINNATI RAILROAD COMPANY.

\$150,000. Bonds by ordinance dated May 17, 1854. Date of issue, June 1, 1854. Redeemable June 1, 1884. \$36,000 redeemed.

318 COUNTY AND MUNICIPAL AID TO R. R. COS.

OHIO AND MISSISSIPPI RAILROAD COMPANY.

\$600,000. Bonds by ordinance passed August 29, 1851. Redeemable January 1, 1881. Of these, \$44,000 have been redeemed.

HILLSBORO AND CINCINNATI RAILROAD COMPANY.

\$100,000. Bonds by ordinance passed July 3, 1850. Redeemable August 1, 1881. \$9,000 redeemed.

EATON AND HAMILTON RAILROAD COMPANY.

\$150,000. Bonds by ordinance dated November 9, 1850, and July 1, 1851. Redeemable January 1, 1881. \$16,000 have been redeemed.

Making in the aggregate, \$1,200,000 in bonds issued to railroad companies. There are, I believe, no other facts that would be applicable to the matter.

Respectfully,

[Signed]

JOHN F. TORRENCE, *Mayor*.

A subsequent communication from the Mayor states that all foregoing investments by the city in railroads, except the \$600,000 to the Ohio and Mississippi Railroad Company, was merely a loan of credit by the city, and not a subscription of stock.

HARDIN COUNTY.

In 1840, Hardin county subscribed to the then Mad River and Lake Erie Railroad Company, (now Cincinnati, Sandusky and Cleveland Company,) \$30,000, and paid for the same in the bonds of the county. In 1853, the county sold the stock and redeemed their bonds, thus leaving this county exactly square, perhaps a little ahead, as the stock sold at a small premium.

The county received a few scrip dividends on the stock but how large, this office does not show.

HARRISON COUNTY.

No subscriptions by this county. The following township subscriptions of stock were made to the Steubenville and Indiana Railroad Company.

Cadiz township.....	\$100,000
German township.....	20,000
Rumley township	20,000
North township	20,000
Monroe township.....	20,000
Total	\$180,000

The subscriptions were paid in the bonds of the several townships [whether the bonds have been redeemed or not, is not reported].

HOLMES COUNTY.

The commissioners of Holmes county subscribed \$75,000 to the capital stock of the Cleveland, Zanesville and Cincinnati Railroad Company on the first day of July, 1852, and the subscription was paid in bonds. The bonds have been redeemed.

The stock is still held by the county; no dividends were ever paid. [As the road was sold, under judicial proceedings, for less than the mortgage debt, the stock is valueless. COMMISSIONER.]

HURON COUNTY.

The northern tier of townships (say Lynn, Ridgefield, Norwalk, Townsend and Wakeman), subscribed \$50,000 to the stock of the Toledo, Norwalk and Cleveland Railroad Company, for which the commissioners of the county issued a like amount of bonds. All the said bonds have been redeemed; do not know the date, but think it was in 1850 or 1851. The stock is not now owned by the county.

The corporation of Bellevue, occupying territory in Huron and Sandusky counties, subscribed \$20,000 to the Toledo, Norwalk and Cleveland Railroad Company. Do not know what disposition they made of the stock.

JACKSON COUNTY.

This county subscribed to the stock of the Scioto and Hocking Valley Railroad Company, January 1, 1851, \$100,000.

Paid the subscription in bonds of the county, \$67,000 of which have been redeemed; the remainder, \$33,000, are still outstanding.

The county still retains the certificate of stock, but it is utterly worthless. No dividends ever received on the stock.

JEFFERSON COUNTY.

This county never subscribed any stock for the benefit of any railroad company. Steubenville township subscribed \$100,000 to the stock of the Steubenville and Indiana Railroad Company, which was paid by the issue of bonds running twenty years from 1851, the time the stock was subscribed. There remains \$77,000 of said bonds unredeemed. No dividends were ever received.

Steubenville city subscribed \$100,000 stock to the same railroad company in 1851, which was also paid by an issue of the bonds of the city, of which \$88,000 are yet outstanding. No dividends were ever received. In the subsequent reorganization of said railroad company, both the township and city of Steubenville surrendered one-half the original stock taken.

KNOX COUNTY.

This county subscribed \$100,000 stock in the Columbus and Lake Erie Railroad Company in the year 1847, and paid the same in county bonds. In the year 1853 the sum of \$92,500 stock was subscribed to the Springfield, Mt. Vernon and Pittsburgh Railroad Company by certain individuals residing in Knox county, who gave their bonds, secured by mortgage on their lands, to the county, and thereupon the commissioners of the county gave their bonds to said railroad company for said sum of \$92,500. The bonds given to the Columbus and Lake Erie Railroad Company have all been paid but \$150, which have not been presented.

Of the bonds given to the Springfield, Mt. Vernon and Pittsburgh Railroad Company, about \$62,500 have been paid, leaving \$30,000 unpaid, for the payment of which they have more than a sufficient amount due on the bonds of individuals.

The stock in the Columbus and Lake Erie Railroad Company has been sold to individuals, but has not been paid for. No dividends have ever been paid on the stock.

There has been no subscription made to railroads by any township, city or town in this county.

LICKING COUNTY

Subscribed, June 28, 1849, \$50,000, to Columbus and Lake Erie Railroad, now Sandusky, Mansfield and Newark (or Lake Erie Division Baltimore and Ohio Railroad), and issued bonds for amount, which have since been redeemed.

Also subscribed, April 1, 1850, \$50,000, to Central Ohio Railroad, now Central Ohio Division, Baltimore and Ohio Railroad. Bonds given, and redeemed by new issue; still outstanding.

Newark township subscribed, March 17, 1858, \$100,000, to Steubenville and Indiana Railroad, **now** Pittsburgh, Cincinnati and St. Louis Railway. Issued bonds for amount, of which about \$10,000 have been paid, leaving about \$60,000 unredeemed. To liquidate these, a tax is levied annually.

LOGAN COUNTY.

On the 7th of June, 1838, the commissioners of this county subscribed four hundred shares (\$200,000) to the capital stock of the Mad River and Lake Erie Railroad Company. The subscription was paid in bonds, all of which have been redeemed.

On the 4th of February, 1851, the stock held by this county (486 shares) was sold by the county to E. F. Osborne, at 65 per cent., or \$32.50 per share.

The county never received any dividends on the stock.

LORAIN COUNTY.

This county never subscribed to the stock of any railroad as a county, but the village of Elyria subscribed \$50,000 to the stock of the Junction Railroad (afterwards the Cleveland and Toledo.)

The stock was sold at par by the village ten years ago.

LUCAS COUNTY.

This county subscribed \$60,000 to the stock of the Dayton and Michigan Railroad Company. The subscription was paid in bonds, all of which have been redeemed.

The certificates of stock are still held, and as yet, have paid no dividend, but the county are to receive dividends for 1870 and after.

MADISON COUNTY.

This county subscribed stock to the Little Miami Railroad Company, which was afterward drawn out and subscribed to the Columbus and Springfield Railroad Company. But the amount subscribed and date of subscription are not accessible, as there seems to have been no record of the transaction kept in the Auditor's office of this county.

MARION COUNTY.

This county subscribed \$100,000 to the Bellefontaine and Indiana Railway Company (now part of the Cleveland, Columbus and Indianapolis Railway Company).

The subscription was paid in bonds, dated April 1, 1850. All of these bonds have been redeemed.

The stock was sold a few years ago for about \$72,000. Think no dividends were ever received from the stock.

MIAMI COUNTY.

No subscription was ever made by the county, but the following township and town subscriptions were made:

A joint subscription was made in 1852 to the Dayton and Michigan Railroad by Bethel Monroe, Union, Elizabeth, Staunton, Concord, Newton and Lost Creek (the eight southern) townships of \$60,000, for which amount bonds, running 20 years, were issued by the County Commissioners, a record being made binding the townships jointly to pay the same, by authority of a vote of the townships aforesaid. Bonds not yet redeemed, but interest has been regularly paid on the same. The stock is still held, and by settlement of interest to the time when second company took the road [probably meaning when leased by Cincinnati, Hamilton and Dayton Railroad?] was increased to \$78,000, which stock is now worth 20 per cent.

The townships of Brown, Spring Creek and Newberry, subscribed \$10,000 each, and the township of Washington and corporation of Piqua, jointly, subscribed \$25,000 to the Columbus, Piqua and Indiana Railroad, for which bonds were issued, all of which are paid except about \$5,000.

This stock is still held but has been so reduced by capitalization so as not to amount to much.

The city of Piqua subscribed \$20,000 to the projected Louisville and Sandusky Railroad Company in 1852, and issued her bonds for the same, but as the amount necessary to complete the road could not be raised, after expending what they had, the work was stopped, and the road never built. Piqua undertook to void the payment of the bonds issued, and paid no interest for ten years, until the courts decided that the bonds must be paid. In the meantime, the debt had accumulated by interest to \$37,000, but payments have been made reducing it to \$25,000, which amount remains unredeemed.

No dividends have been received on any stock.

MUSKINGUM COUNTY.

This county subscribed \$250,000 stock to the Central Ohio Railroad, and \$100,000 in the Cincinnati and Zanesville Railroad: the former subscription was made in two issues, viz 1850 and 1852, and the latter subscription was also made in 1852.

The bonds of the county were issued in payment of the stock in both cases.

There are about \$50,000 of county bonds outstanding, say \$34,000 Central Ohio Railroad and \$16,000 Cincinnati and Zanesville railroad, one half fall due January, 1871, the remainder January, 1872.

The county still holds \$150,000 Central Ohio Railroad capitalized common stock and \$15,000 Cincinnati and Zanesville Railroad.

Have received 13 per cent. of dividends on the Central Ohio Railroad stock, but nothing on the Cincinnati and Zanesville Railroad stock, and further never can.

The bonds of this county paid 7 per cent. interest.

Cass and Jefferson townships made a subscription of \$100,000 to the stock of the Pan-Handle [Steubenville and Indiana] Railroad. Of this subscription there is still some \$20,000 unpaid. They propose to wipe the thing out in two more years.

The township sold their stock for a mere song, and applied the amount received on payment of bonds.

The city of Zanesville made the following subscriptions:

To the capital stock of the Central Ohio Railroad Company, April 1st, 1850, \$50,000.

To the Cincinnati, Wilmington and Zanesville Railroad Company, January 1, 1852, \$25,000.

The subscriptions were paid in bonds, \$19,000 of which still remains unpaid.

The stock of the Cincinnati, Wilmington and Zanesville Railroad is still owned by the city.

The city has received from the Central Ohio Railroad Company, \$1,032 in dividends.

PICKAWAY COUNTY.

This county subscribed \$200,000 to the Cincinnati, Wilmington and Zanesville Railroad Company.

The subscription was paid in bonds, all of which have been redeemed except \$59,000.

The stock is still held by the county.

No dividends have ever been received from stock.

PUTNAM COUNTY.

This county subscribed \$75,000 to the stock of the Dayton and Michigan Railroad Company in December, 1852, and paid the subscription in the bonds of the county, bearing 7 per cent. interest.

Ten thousand dollars of the bonds have been redeemed, leaving \$65,000 outstanding. A sinking fund of \$10,000 per annum is being provided by taxation to redeem the bonds outstanding.

The stock is still held by the county, but no dividends are paid on it.

The townships of Ottawa and Pleasant each subscribed \$10,000 stock to the Dayton and Michigan Railroad Company, in December, 1852.

A sinking fund of \$2,000 per annum is being raised by taxation to redeem \$3,000 outstanding bonds issued by each township.

RICHLAND COUNTY.

This county subscribed \$30,000 stock by vote of the people, to the Ohio and Pennsylvania Railroad (now Pittsburgh, Ft. Wayne and Chicago Railway Company) in 1849.

The subscription was paid in bonds, all of which have been redeemed with the coupons.

The county received stock dividends amounting to \$13,000. The stock was sold in 1864 at 75 cents on the dollar.

The original stock has more than doubled itself since the county sold, and has paid its holders ten per cent. per annum, clear of taxes, since 1861.

There was \$70,000 of stock taken by townships in the county, but it was all transferred after 20 per cent. had been paid by the tax-payers, to parties who assumed to pay the balance and relieve the townships from further liability.

The citizens of Mansfield have (individually) furnished \$500,000 to help build three roads crossing within the city limits, to wit: the Pittsburgh, Fort Wayne and Chicago Railroad, the Atlantic and Great Western Railroad, and the Sandusky, Mansfield and Newark, (now Lake Erie Branch, Baltimore and Ohio Railroad), and are unanimous in the opinion that it is money well spent, although the original subscribers, as a general rule, lost the original stock; yet the amount many times over, has been returned in the way of developing business, and the enhanced value of real estate.

Our people would to-day vote a quarter of a million of dollars to aid in building the contemplated new roads, were it not for the legal and constitutional barriers that interpose. We consider that Ohio has been kept back twenty-five years by the very cautious spirit in which our present Constitution was framed.

ROSS COUNTY.

This county subscribed \$300,000 to the capital stock of the Marietta and Cincinnati Railroad Company, for which the bonds of the county were issued, bearing 7 per cent. interest, payable semi-annually, in New York, where the bonds are held.

Ten thousand dollars of the bonds have been redeemed, leaving \$290,000 outstanding.

The stock is still held, but the county receives no dividend from it.

The city of Chillicothe subscribed \$50,000 to the above mentioned road at the same time the county subscription was made (date not given.)

SANDUSKY COUNTY.

This county subscribed to Toledo, Norwalk and Cleveland Railroad Company \$50,000. The subscription was paid in the bonds of the county, bearing date of April 16, 1851. The bonds were redeemed July 1, 1853.

SCIOTO COUNTY.

On the 25th of May, 1850, this county, by a vote of the people, subscribed \$100,000 to the stock of the Scioto and Hocking Valley Railroad Company.

The subscription was paid in the bonds of the county, \$50,000 of which still remains unredeemed.

The stock is still held by the county, but no dividend is received from it.

The road was sold on first mortgage bonds to some eastern parties and transferred to the Marietta and Cincinnati Railroad Company.

The city of Portsmouth subscribed \$100,000 to the capital stock of the Scioto and Hocking Valley Railroad Company.

The subscription was paid in bonds, most of which are outstanding.

SHELBY COUNTY.

This county made the following subscriptions to the Bellefontaine and Indiana Railway Company.

September 30, 1848, \$50,000.

May 16, 1850, \$60,000.

Both subscriptions were paid by the bonds of the county, all of which have been redeemed.

The stock was sold and the proceeds used to pay off the bonds about six years ago.

In 1850 the corporation of Sidney and the township of Clinton subscribed to the stock of the Dayton and Michigan Railroad Company \$30,000 and \$10,000 respectively.

I think both the township and corporation above mentioned have redeemed about \$3,000 of their bonds.

STARK COUNTY.

This county, on the 1st of July, 1850, subscribed to the stock of the Ohio and Pennsylvania Railroad Company, bonds and money to the amount of \$105,000. This amount was afterwards increased by scrip stock certificates to \$171,663.60.

The bonds issued for the payment of the subscription have all been redeemed.

Stock sold in market.

SUMMIT COUNTY.

On the 19th of June, 1851, this county subscribed to the stock of the Akron Branch of the Cleveland and Pittsburgh (now Cleveland, Mt. Vernon and Delaware) Railroad Company, \$100,000.

The subscription was paid with the bonds of the county, all of which have since been redeemed.

No stock has been received. It has no value in the present company.

TUSCARAWAS COUNTY.

The county never made any subscription to the stock of any railroad, but the following township subscriptions were made to the Steubenville and Indiana Railroad Company.

Clay township, on the 22d of January, 1852, subscribed \$10,000 in the bonds of the township, having ten years to run. All of these bonds have been redeemed.

The stock is still held, but no dividend is received from it.

The subscription has probably been reduced by gift to the company, but the township records give no account of it.

Oxford township, on the 29th of April, 1853, subscribed \$15,000.

The subscription was paid in township bonds of one thousand dollars each.

Eight bonds have been redeemed, and \$640 paid on the ninth bond, leaving six bonds and a fraction (\$360) unredeemed.

The stock is still held but pays no dividends.

Mill township, on the 22d of April, 1853, subscribed \$20,000. The subscription was paid in township bonds, all of which have been redeemed.

The township still holds 253 shares of the stock but receive no dividend from it.

The remainder, with four per cent. on bonds paid before they were redeemed, amounting in all to \$10,000, were surrendered to the company for the satisfaction of interest claim of first mortgage.

UNION COUNTY.

This county made the following subscriptions:

April 15, 1851. To the Springfield, Mansfield and Pittsburgh (now Springfield Branch of C. C. & C.) Railroad Company, \$75,000.

To the Bellefontaine and Delaware Railroad Company, \$12,500.

To the Columbus, Piqua and Indiana Railroad Company, \$12,500.

The subscriptions were paid in the bonds of the county.

The bonds issued to the Bellefontaine and Delaware Railroad Company were redeemed but the road was never completed.

The bonds issued to the Columbus, Piqua and Indiana Railroad Company were all redeemed.

There are about \$45,000 of the bonds issued to the Springfield, Mansfield and Pittsburgh Railroad Company yet outstanding and about due. The money for their payment is nearly all collected.

The stock of the Columbus, Piqua and Indiana Railroad Company has been sold. The stock of the Bellefontaine and Delaware Railroad Company is still held by the county. The stock of the Springfield, Mansfield and Pittsburgh Railroad Company was sold to the company, but the contract was never fulfilled by the company.

The subscriptions were a total loss, yet the county has made money by the operation. But little was subscribed by the townships or towns of this county.

VAN WERT COUNTY.

On the 14th of February, 1852, this county subscribed to the stock of the Ohio and Indiana Railroad Company \$50,000.

The subscription was paid in bonds, \$30,000 of which still remain unredeemed.

The stock has been sold, and the county purchased 5-20 Registered Government bonds.

WASHINGTON COUNTY.

This county subscribed \$200,000 to the Marietta and Cincinnati Railroad Company, October 1, 1852.

The subscription was paid in twenty-year bonds, \$199,000 of which are still unredeemed.

The stock is still held by the county, but no dividends are received from it.

The city of Marietta subscribed to the Marietta and Cincinnati Railroad Company \$100,000.

The town of Harmar subscribed \$50,000 to the same road (date of subscription not given).

WOOD COUNTY.

This county never subscribed to the stock of any railroad.

The township of Perrysburgh subscribed to the Dayton and Michigan Railroad Company, in November, 1852, stock to the amount of two hundred shares of fifty dollars each (\$100,000).

The subscription was paid in the bonds of the township, all of which are yet unredeemed, the interest only having been paid.

The stock is still held by the township, but no dividends have ever been received from it.

On the 17th of June, 1864, the Dayton and Michigan Railroad Company issued to the township 80 shares additional stock, making in all 280 shares now owned by the township. The additional stock was given the township in consideration of the interest it paid on the township bonds from their date to the time the road was completed, as per the understanding with the company.

The township of Washington subscribed to the Dayton and Michigan Railroad Company \$10,000, for which bonds of the township of \$1,000 each were given by the township trustees, May 20, 1853.

Of these bonds \$3,000 have been redeemed, leaving \$7,000 yet outstanding,

The township has a certificate of stock to the amount of 280 shares of \$50 each. (Adding interest subscriptions to time of completion of road.) No dividend is received from the stock.

The town of Perrysburgh subscribed \$50,000 to the Dayton and Michigan Railroad Company on the 8th of November, 1852, in accordance with provisions of the act of March 5, 1851.

The subscription was paid in the bonds of the corporation bearing 7 per cent. interest, and were payable on the 7th of January, 1867. Of these bonds \$11,000 have been redeemed, leaving \$39,000 yet outstanding.

The stock is still held. In 1864, some arrangement was made between the corporation

and the railroad company, the nature of which I am not familiar with, by which the amount of stock was increased to \$70,000, and is now that amount (See cause of increase of stock given by Perrysburgh and Washington townships.—[COMMISSIONER.]

No dividend has been received from the stock as yet, but it is understood that a dividend has been decided upon and will soon be paid.

WYANDOT COUNTY.

This county never subscribed to the stock of any railroad.

Crane township took \$15,000 of stock in the Ohio and Indiana Railroad, (now Pittsburgh, Fort Wayne and Chicago Railway Company,) in 1850.

The subscription was paid in the bonds of the township, all of which were redeemed in 1864.

ABSTRACT,

Showing aggregate of County, Township, City and Town subscriptions to the capital stock of, and loans of credit to, the Railroad Companies of Ohio, as nearly as can be given from the foregoing returns, which it will be seen are somewhat indefinite in some cases.

37 counties subscribed.....	\$4,173,000
55 townships.....	1,005 100
16 cities and towns.....	1,672 000
Total amount subscribed as far as reported.....	\$6,850 100
1 county loaned credit of.....	92,500
1 city loaned credit of.....	600,000
Aggregate amount of stock held by Counties, Townships, Cities and Towns on which dividends are now paid.....	\$460,000
Aggregate amount of stock still held of doubtful value.....	2,691,750
Total amount now held.....	3,151,750
Aggregate amount of stock sunk.....	2,666,305
Aggregate amount of Bonds now <i>outstanding</i> , issued by Counties, Townships, Cities and Towns, in payment of subscriptions, excluding loans for credit.....	2,778,712

Detailed Statement of Payments from Contingent Fund of Commissioner of Railroads and Telegraphs, for the year ending November 15, 1870.

Date.	To whom paid.	For what purpose.	Am't
1869			
Dec. 22	Western Union Telegraph Co..	Telegraphing	\$2 75
31	Miller & Allen.....	Ice six months.....	18 00
1870			
Jan. 3	W. H. Tyler.....	Porter two months.....	15 00
Feb. 2	J. J. Wood, P. M.....	Postage.....	15 46
3	M. L. Dynes.....	Copying	10 20
April 18	J. J. Wood, P. M.....	Postage.....	46 50
July 3	W. H. Tyler.....	Porter six months.....	45 00
11	F. N. Beebe.....	Copying.....	10 00
15	B. E. Allen.....	Ice six months.....	18 00
21	John McLean, Cl'k U. S. Courts	Copies of documents relative to legal history of railroads.....	7 00
Aug. 1	W. H. Tyler.....	Porter one month.....	7 50
19	J. M. Comly, P. M.....	Postage.....	31 25
20	J. H. Dynes.....	For payment of Recorder of Clarke county for copies of document relative to legal history of R. R. Co's....	4 50
Sept. 1	J. T. Wright.....	Porter one month.....	7 50
2	L. Curtis.....	Clerical services—temporary.....	50 00
22	A. S. McDonald, carpenter....	Making book rack.....	14 50
22	J. H. Dynes.....	For payment of Clerk of Court of Harrison county for copies, \$5; and postage, \$2.25.....	7 25
Oct. 1	H. B. Stettler.....	Porter one month.....	7 50
20	L. Curtis.....	Clerical services—temporary.....	25 00
25	J. H. Dynes.....	For payment for abstracts of documents from Indiana and Perry county, Ohio, relative to legal history of railroads.	21 00
31	H. B. Stettler.....	Porter one month.....	7 50
Nov. 9	M. L. Dynes.....	Services as temporary clerk.....	200 00
	Total.....		\$571 41

APPENDIX.

A.

COMMUNICATION RELATIVE TO THE MANAGEMENT OF RAILROADS, &C.

NOVEMBER 1, 1870.

GEN. GEO. B. WRIGHT, *Commissioner of Railroads and Telegraphs* :

DEAR SIR—The railroad interest is becoming so large, absorbs so much of the capital of the country, and is so intimately connected with all the commercial business of the continent, that it is very justly attracting the attention of statesmen ; and the necessity of its control is becoming more and more evident.

During the past few years, there has been a constant struggle between the public on the one hand, and the Railroads on the other ; the one endeavoring to establish wholesome rules and restraints, and the other asserting its independence, and defying the power and authority of the State.

I propose to call your attention to a few of the abuses which have grown up within a few years—some of which affect more particularly the public, and some the stockholders.

First : *Those which relate to the public.*

In every Legislature the Roads endeavor to have some Representatives who are under obligations to them, and will attend to their interests especially. They thus enter the political field, with their money and their men.

The same remark is applicable to Congress. In some districts, in this and other States, it is understood and believed among politicians, that the Railroads control the elections.

The Roads uniformly furnish every Judge, Legislator, Member of Congress and State officer, with a "pass." They thus attempt to influence the Judges, corrupt the Legislators, and silence the State officers. How far they succeed, it is not necessary now to discuss. It is enough that the attempt is made.

The city officers of every city through which a Road passes, are given excursions, and passes, whenever there is an indication that the city is about to take any step in regard to the Road. This is an attempt to corrupt the city officials, whether it succeeds or not.

The influence which is exerted by some means is so great that no law, however just, or ordinance, however equitable, can be enacted by the State or a city against the will of the roads.

Second : *Those abuses which relate to the stockholders.*

Of these there is a large number, and I shall refer only to a few.

Contracts for the lease or consolidation of roads seldom have the ordinary badges and indications of fairness and honesty. The same men are often directors of both roads, and generally manage, by purchasing stock in anticipation of the contract, to make large sums of money. The trustees thus, by using the trust fund, make large profits.

It is not an uncommon thing for the directors of a road to be interested in coal or wood lands, and under the pretence of benefiting the company, build the road to the lands, bring them into market and make private gains. Nor is it uncommon for the directors of a road to be interested in contracts for supplies, and thus, in a matter of personal interest, represent both sides.

Freight lines have been established over most of the roads. These lines secure the

most profitable freight, and earn large sums of money at the expense of the company. The ownership of these lines has been kept secret, but the general opinion is that the officers of the roads are the owners of the lines, and make large profits at the expense of the stockholders.

Since the introduction of sleeping and palace cars, the ordinary cars have been in many instances neglected, and rendered so uncomfortable as almost to compel passengers to take the sleeping and palace cars. Is it a violent presumption that some of the officers are interested in these cars, and that they are profited by driving passengers into them?

Of late years there has been an enormous increase in the salaries of railroad officers. The poor stockholder, however, does not derive any corresponding benefit from their services. In some instances the stock is very low; no dividends are declared; and salaries paid to very ordinary men, which are obviously three or four times what they are capable of earning. Each officer is opposed to any reduction. The directors are quieted by some sop which is fed to them, and so the stockholders are deprived of the earnings of the road. These officers, in some instances, hire others to do their work at the expense of the company.

The directors and the presidents of some roads have a car built for their exclusive use, at the expense of the company. Thousands of dollars are thus taken away from the stockholders, and illegally appropriated by the officers.

However reduced the pecuniary condition of the leading officers of a railroad may be when they are appointed, they very soon become rich; support extensive establishments; go to their offices late, and return early; eat late dinners, and sit long over them. Their change in circumstances and habits is precisely such as would, if they were guardians or administrators, both justify and require a court to compel them to render an account, and make an exhibit of their gains and how they acquired them.

It may very pertinently be asked, why the stockholders do not resort to the courts?

They can do so, and if an action was commenced and well prosecuted, it would benefit every owner of stock in every company in the country. The shareholders will not do it, because:

1st. Many are women, and many are minors.

2d. Many, nay most, are comparatively small owners, and their interest would not justify incurring the expense of such a law suit.

3d. The large stockholders are sometimes participants in these irregular proceedings, and if they are not, they are reluctant to enter into such a controversy with so powerful an adversary.

A railroad corporation may do a business man much injury. I think I know of an instance in which men of wealth, were deterred from instituting proceedings, because they might be injured by the corporation more than they could gain by a successful law suit.

The only remedy is through a State officer, who should be clothed with the power, and possessed of the will to examine, report upon, and prosecute all departures from the charter, and violations of the rights of stockholders and the public. A railroad corporation cannot injure a public officer in the legitimate discharge of his duty, nor the public for sustaining him. This was done in relation to the banks of this State for many years and neither their power nor disposition to do evil was or is equal to that of our railroads.

The public good, the well being of the State, the safety of a large amount of the capital of our citizens, is seriously affected by these irregular, not to say illegal proceedings; and there is no remedy, except through the instrumentality of a public officer.

Very respectfully,

* * *

B.

COMMUNICATION RELATIVE TO THE POLICY OF PUBLIC IMPROVEMENTS.

DENT, December 15, 1870.

GEORGE B. WRIGHT, *Commissioner of Railroads and Telegraphs*:

DEAR SIR: Believing that you desired to present in your forthcoming report not alone the mature views of persons in this State, but also those of other countries, I took the liberty to suggest to you, that the quarterly for social science, published in Berlin, contained in its last July number an article, bearing upon the subject of road construction and maintenance, whose general conclusions, were, in my opinion, of great value to us, in any railroad policy which we may adopt in future.

I gave you the outlines of the essay in question, and you coincided with me and requested me to condense and redraft the same so as to make it more applicable to our social condition, and to accompany it with such suggestions of my own as would embody, in accordance with the views in said quarterly, a practical scheme for railroad construction in our State, and, accordingly, I have the honor to submit what follows:

The author does, in said paper, what German writers are in the habit of doing; he sets out by laying down with exactness the premises and principles which are to be the basis for his subsequent propositions. He says: "Roads are often called the arteries of trade," and as he regards such similitudes useful to fix the understanding of a subject, he adds, that labor or the production of commodities may be taken as the blood of the social organism, muscle as its tools; the workshops as its stomachs; markets as its heart; money and credit as its lungs; the press, the mails and telegraph its nerves, and language and literature as its brains. And he completes the simile by the remark, that all produced in society, all its needs, has the stamp of life upon it, and lives as a life, for "what is composed of living atoms is itself living."

Roads are, in his opinion, and who doubts it? an important item of the social organism; they are necessarily of public concern, as all the people of a given State are interested in them; hence they are a subject of public law, and as neither individual, nor any one public authority, can properly provide for them, they had to be classified into international, inter-State, inter-county, and inter-vicinity public roads, and the proper authorities for each were charged with their construction and maintenance. The writer expresses this by saying "Natural geography exercises the first influence upon the arteries of trade, through natural water-ways, such as seas, lakes and rivers, and they prompt the larger artificial roads, and they again the smaller ways: Use, by packing the soil, makes the first road, but when the use becomes excessive, it also destroys it, and then arises the necessity of some better improvement, and this is generally made by volun-

tary contribution in work, materials, and perhaps money also, which are furnished by those immediately interested, soon this develops into more and more artificial roads, and they become the arteries of internal commerce."

"A road chart of a State, if examined by a lucid mind, is very suggestive, and such suggestions are, as we are told, embodied in a book written by G. Kohl, over half a century ago, on "The influence of the earth's surface on human settlements."

The writer complains that so few are acquainted with said book, and then draws the distinction between persons who look upon such road charts with learning eyes, and who therefore read such books, and the so-called practical men who do not read such books, nor have any technical instruction. He says, "*the latter are always practical at others' expense!*" And as we read this remark, the fate of the railroads, turnpikes and canals of our State flashed upon our mind, and we saw how true the observation was. They were usually constructed and maintained under the guidance of personages who were smart politicians, lawyers, doctors, merchants, practical men, in short, in everything except rail and water-ways and roads generally. We felt how drastic and yet how excusable were the words that followed: "Every ass presumes to have the practical eye, that needs no instruction, and of course human asses do likewise, especially when conscious that they cannot master the indispensable theoretical part. They inflict with these practical eyes of theirs, upon human society untold mischief, and continue to do so, in spite of the most doleful experience. Do not expect to stop these, so called, practical eyes from their prerogative to waste capital. For that sort of a lull or cessation they have still too much the Government, society generally, and universal street talk on their side, and they will for some time continue to violate as hitherto, at great cost, the laws of Geometry."

The writer thereupon shows, by most conclusive statistics, which we would like to give, if space permitted, and if they were more strictly applicable to our roads, how important it is, that both the business manager, as well as the locating engineer, should be able and disposed to make (closely) accurate surveys and calculations, so as to ascertain not only the minimum cost of construction, but especially also that of equipping, and working the road afterwards. He illustrates the case by a pungent comparison. He says of the usually appointed financial heads of railroads with whom engineers have to co-operate, and both of whom have to act in locating the road, that "neither of them is conversant with the mediary science, viz., political economy; if they were acquainted with it, it would enable them to test their respective labors mutually." But ignorant of the science which alone can bring full understanding of the points involved, and of each other's tasks, he compares them to a shark and a tiger standing before a crocodile. And he compresses the vast benefit, which the study of social science confers, upon those who perfect by it their other education, by saying, "they are habituated in thinking what they *must*, and not in what they please; and the acquisition of this habit to yield our judgement to the logic of necessity (the natural laws) is the best gift of Social Science."

Upon road matters this science has, for instance, worked out the necessity to push forward, by concurrent action, all kinds of roads and water-ways at the same time, because only by such concurrent road and canal-building can the density of population and business be secured, which insures the profitableness of the more expensive arterial highways. The essay in question proves this by a most instructive statistical treatment of this point, as it gives us the conditions of the several countries of Europe in this respect. Regard for the space allotted to us, forbids the insertion of this part of the paper, and we reserve it for another publication.

The writer proceeds, however, to lay bare before us, how necessary for a full success

in road-building is an intelligent enlarged public opinion, and what difficulties arise from false precipitate action. He shows what impedes proper road making in Europe, and we may, as we are but a mixture of European populations, see what underlies our own public opinion upon the subject of roads.

He says of his own countrymen: "With us everybody looks, first of all, to his own neighborhood, and only afterwards into the distance. This lies in our character as a people. The village that has no good road of its own, is not pleased with that of another village, it is angry at it. Being unwilling to provide for itself, it is still less willing to be forced to pay for others."

He then points out how the peculiar maritime situation of England has incited its popular inclination to and facilitated all kinds of road and canal making, and then he shows how the natural good roads of Wales, and their ever maintained defensive attitude towards Saxon and Danish England, coupled with the romantic turns of mind, have made the Welsh averse to artificial roads, and how that people alone, in all Europe, had a revolution against turnpike gates. In a similar way, he points out why France has always been alert in roads by a general system, and why Spain has always been behind. He then explains what a dead weight a sluggish public opinion is, and says: "It is helpless formalism to expect relief against it, from a change in the authorities to whose charge road and canal building are to be confided. To have several and different (inherent) authorities for different functions, has no sense in it; on the contrary, each carries the reverse of sense into it. Such formalism runs itself out into the phrase, centralization and decentralization, and they are the ear-marks of the helplessness of the public opinion they represent,

"Words appear, when comprehension is not there."

He adds:

"When local communities cannot be induced to do what they ought, and when everybody, who knows the land and its folks, has to confess that there is no prospect for proper local self-action, then we must not simply go to the county, or the State, or other central authority; but it behooves us to inquire, whether all three together may not, jointly, undertake to accomplish the needful thing, and raise the means required.

"These means," he says, "consist in the power to condemn private property for public uses, in levying taxes, or tolls, and assessments, or in enlisting private capital, by allowing to corporate bodies certain powers, so as to remunerate it properly;" and these several methods are discussed at great length, of which matter we will only give the points more essential to us, so as to arrive at the fundamental rules, upon which roads should be justly constructed and maintained. A former Minister of Finance in Prussia (Von der Heydt) is accused of making an ill-considered remark, in the Prussian Legislature, when he said: "The time is nigh, when the axe should be laid on turnpike tolls." "These tolls," says our author, "are now paid by the very party, in interest, as a recompense for public services rendered to him. They are not an indirect tax; they are no tax at all! We might call the entrance fee to a public theatre, a tax! The Athenians did the latter, and abolished the small entrance fee, as they regarded it to be a repealable tax. Wise men protested against this misconception, but the multitude became excited and angry at them, and it carried its ill-will so far as to declare it treason to propose a reinstatement of the tax (!)"

"Now let it be known, that all politico-economic nonsense rolls on an inclined plane, it is easier perpetrated than corrected!

The abolition of the Theatre fee led to a deficit in public receipts, and this led to a

suspension of some public works, and one of those, first suspended, lay at a distance, so that the Athenian populace did not see its error very soon; it was the repair of the walls of an allied city, whose preservation was one of the means of defence for Athens (Olynth) and that city was attacked and taken, Demosthenes then dared, in his Olynthian Oration, to risk his life in proposing the reinstatement of the Theatre fees! Who were the real traitors on the occasion? Were they not those who had destroyed the marrow of the Republic, by *habituating the people*, whose favor they coveted, to *want to enjoy without paying a fair recompense?*"

"The abolition of tolls means throwing away a specific source of public revenue for the benefit of certain beneficiaries at the expense of the general public."

"Is it not obvious to all, that the more we pass to that condition of our fiscal relations, in which all receipts go without distinction into a common pot, from which all public expenditures are disbursed, as prevailing political feelings may arbitrarily order, that we are then sailing under full headway, not towards any constitutional rule, for that represents true progress, but to parliamentary Governments, that are ruled by factions and which are the germs of civil war. Under that rule the public finances become lotteries, in which taxes represent the lottery tickets, and the appropriations of money the prizes. The only thing lacking is the honest lottery wheel, and in its stead we have the arbitrary vote in parliament! It divides the spoils under constantly augmenting excitement between the interests of those who contribute on the one hand, and are sure to get nothing, and the interests of those who are impudent, in pressing their schemes for the spoilage of the public."

"Every equitable method of making those pay to whom a public service is rendered which can either be preserved or introduced anew, so that those first benefited, also pay first, is a guarantee of peace to a people and a relief to the tax payer! Let service for service, or pay for benefits be the rule, and cover each other. Then we shall understand, that there may be means collected by Government, which are no tax, but assessments for wants satisfied, which are not a public burden, but a special benefit conferred on and paid by particular persons, who want it and simply agree, as they do in all their other satisfactions of wants, to refill the hole, which at their desire has been made in the general supplies. A *tax* is only that, which must be given by *order of Government, without any security to the payer*, that he is fairly dealt by in this public demand upon him." Popular opposition to *taxes* rests therefore on a sound instinct.

Thus we have the distinction between a tax and an assessment, which our own Supreme Court drew in another form, in the county turnpike cases, and we obtain by it a way out of a supposed dilemma of our constitution in reference to public improvements. The acts providing for county turnpikes, rests, however, on an unsound application of a sound principle, and it would work serious injustice to have them applied to railroads; it was unfortunate, that the laws aforesaid were defectively drafted, because they did not rest on discrimination enough. They show on their face, that the principle was imperfectly understood and inaccurately and impatiently enforced. It never took into consideration that every public road has indeed on it property holders, who receive, through it, public services and who ought to pay for these, but that it secures also advantages on society at large, and that it should also be reached in some way.

We may as well understand, that assessments may be oppressive as well as taxes, and they are such when *general* social benefits are assessed on specifically and arbitrarily selected persons, and when a part of the direct beneficiaries are negligently exempted from their proper share of the burden. In the case of our turnpikes, the *Duplicate* was for the very circumscribed circle without fair consideration, taken as the basis of the

assessment, and those on it were subjected to an excessive, unjust and disproportionately large burden. This is the very inaccuracy in calculating and proportioning, which the essay in question rebukes. It says, with a persistence which a sense of justice alone gives, "There is in every case but one right way, and it must be diligently and punctiliously sought out. All other ways are either half ways or no proper ways at all, and sure to lead to evil." The paper in question recommends threefold assessments for turnpikes, first on the land, second the buildings, and thirdly on the owners of teams and vehicles, and all apportioned fairly. Then toll-gates may be removed. New roads the writer would construct on the approval of a majority of those who are to be assessed. He says: "When more than half of the property-holders support it, the minority should be forced by statute to submit to an assessment."

"Landed possession is not like other possession; it gives not only rights, but subjects the owner to duties. The land was before agriculture was. Its possession is not only an economic, it is also a political possession. It is really only an inheritary fief coupled with the duty to not hold or use the land for general disadvantage. The expropriation of soil testifies, by its universal application, to the soundness of this legal proposition. In Nassau it exists in cities even for the erection of private dwellings; and the principle is further recognized by the authority given everywhere, to condemn by proper proceedings for right of way, so as to make mines accessible for public use."

This discriminating and punctiliously circumspect method of approaching the subject of public improvements is no doubt distasteful to those who want what they do want, or think they want, regardless of all public propriety and justice, and always in a hurry; but it must be acceptable to those of our people in whose minds a true sense of public morality has an enduring foundation. They will, on such questions, always be the few at first, but the majority in the end, and this the more, because building roads by inaccurate, hasty reckonings, and upon wrong principles, always ends in public evils. Ohio so built her canals and many of her turnpikes; it so hastened into railroads, but in time, sound public opinion found a word for its convictions, and called the respective statutes "plunder laws," and they were repealed.

We have now upon the body politic all the premonitory symptoms of a new railroad fever. The project for the Southern Railroad, with its *ten* million debt for the city of Cincinnati, and the so-called Griffith bill, allowing townships to subscribe to railroads, and to go in debt and charge the duplicate for years hereafter, are so many indications of a coming impetus of public excitement. We think it is the duty of the just and wise men of the land to conduct this, at bottom reasonable, public feeling, into safe and fair methods, and to prevent the bad of the land from riding it, for the support of their hobbies and the plunder of society. We believe that the premises and principles embodied in the foregoing paper are a good basis for a new railroad policy, and that the following programme would embody them, if applied to our institutions:

Let a statute be enacted authorizing the Commissioner of Railroads and Telegraphs, on the request of any ten or more persons, or the boards of county commissioners of the counties, or the city council of one of the cities of the State, to appoint, by and with the advice and consent of the Governor, an experienced engineer and assistants, whose duty it shall be to survey, determine the kind of road to be constructed, and prepare estimates for any railroad proposed by the persons or public authorities aforesaid, they giving security that they will, in case of subsequent failure, pay the expenses of said survey, &c.

Let it be made the duty of said Engineer to report his proceedings within a given time to the State Commissioner aforesaid, including profile of the road and full estimates of cost, the latter to be published, and the former to be filed.

Let it also be made the duty of the respective County Auditors to prepare from the records in their offices, and otherwise, if necessary, a register of persons who hold lands or buildings, or who have households, stores, mills, factories or other property within a range along the proposed line to be named in the law, or in the cities or towns at the termini, and such other facts as the law may require or the State Commissioner aforesaid may order, with a view to fair after assessments.

Let it be made the duty of said Commissioner to examine carefully the report of the Engineer and the registers aforesaid, and to correct all mistakes, either from his own knowledge or on the request of persons interested, and from them make lists or registers by townships and precincts or wards of the persons proposed to be assessed for the contemplated railroad.

Let the Governor, upon the written opinion of said Commissioner, stating that said profile, estimates and registers are, in his opinion, correct, invite proposals from any existing or proposed to be incorporated railroad company upon what minimum of public money and upon what minimum rates for freight and passengers they will construct, equip and run the contemplated railroad, naming in their bid also the frequency of trains which they stipulate to have on the road.

These proposals being in, they should be opened by the Railroad Commissioner, in the presence of the Governor and a limited number of persons in interest, and these two State officers shall determine which is the lowest and best bid; and thereupon an election shall be held, at which all proposed to be assessed, and no other persons, shall be qualified to vote, and if at this election a majority of the persons assessed, carrying also a majority of the voting places, shall approve the said railroad project, including a perpetual lease, upon the terms thereof, then the amount necessary shall be assessed by the State Commissioner aforesaid, and bills for the same, in 36 monthly installments, shall be made out and given to the railroad company whose bid was accepted, which shall then be authorized to collect the same as assessments are collected in cities.

Provision should, of course, be made assessing the property around depots and stations higher than other property, and so should all other persons be rated higher who shall be more favorably situated to the contemplated railways than others. Appeals to the proper courts of justice should also be allowed, with other remedial measures.

This programme will doubtless suggest to those who read it other provisions of safety and propriety, and so would experience point out still more, if the same were adopted as a basis for new railroad legislation. We make it with a desire to see it critically examined and approved by amendments.

I allow myself to suggest further that the State should agree to endow every railroad project approved as aforesaid with a limited sum per mile, say \$1,000, and that each county should also be required to contribute \$500 per mile, to be paid by a general tax to be subsequently levied, and running over three years. Thus the local and general interests would each bear a proportionate burden without undue stimulation.

With some modifications, such a law might also be applicable to street railways and railroads with lighter rails, being intended more for local than general wants of intercommunication; and indeed for turnpikes.

Its spirit is that set forth in the essay whose perusal has suggested the several provisions.

Its general features may, by way of recapitulation, be stated as follows: The *initiative* is where it should be, in the local sub-divisions of the State, for remember we have already systems of canals, turnpikes and railroads; then the State authorities take the matter in hand, and secure surveys and location free from local excitements and falsifica-

tions; the county authorities then furnish the basis for fair assessments, subject to correction by a State officer; then follows the public bids of railroad companies who can build cheapest and whose judgment of the feasibility of the road will, by the terms of their bid, be an indicator for the public mind. The old practice of allowing individuals (with practical eyes!) who expect to have the control of a proposed railroad as officers or contractors to manipulate it into a deceptive success at first, and a failure afterwards, is thus avoided. Then follows the vote of those that have to pay the amount required by the public bid, and of a *majority* thereof, if a *majority* of the *voting precincts*, sustain it; then the new road is called into existence—no manufacturing of votes for the occasion will avail therefor.

Then comes a limited state and county aid as a fair contribution from society at large.

The programme involves no public debt, nor are there to be any bonds or mortgages on the roads.

It seems to the writer heretofore that, under the programme, every meritorious public improvement can be carried, and every unworthy project defeated. It checks vicious combinations at the beginning, and throughout the process, and finally lands the road into the hands of parties most competent to manage it successfully. It steers clear of that perilous tendency in our affairs, a constantly augmenting body of public officers, and an increased patronage in State and county rulers.

Being a lease, it is ever open to the action of courts for malfeasance or omissions of duty, and therefore never entirely out of public control.

In conclusion, I may be allowed to add that a proper regard for the protection of minorities, and even individuals, was ever in my mind, but every reflection given to the subject, added to a conviction long entertained, that, *properly guarded*, the right of majorities to assess themselves and minorities is a just right; at the same time I have not abated one jot or tittle of my repugnance to the right of manufactured majorities to impose arbitrary taxes by popular vote for speculative improvements. The mean procedures by which present generations build themselves improvements and hand them to posterity oppressively mortgaged, deserve, in my opinion, the execration of the good as much as ever. With these explanations the foregoing is respectfully submitted.

I remain your obedient servant,

CHAS. REEMELIN.

C.

COMMUNICATION RELATIVE TO THE USE OF OILS ON RAILROAD TRAINS FOR ILLUMINATING PURPOSES.

POST OFFICE DEPARTMENT, OFFICE OF SPECIAL AGENT,
CINCINNATI, OHIO, January 23, 1871.

SIR:—There are some matters connected with the railroad interests of Ohio that I desire to bring to your official notice. I refer especially to that portion of the statute prohibiting the use of coal, carbon or other highly inflammable oils, for illuminating purposes, upon passenger trains.

Nearly all of the railroads running in Ohio have dispensed with the use of these highly dangerous and explosive liquids for illuminating purposes, yet there are some who, regardless of the lives and property of those intrusted to their care, and in utter disregard of the law, continue its use for the purposes above set forth.

My intention, however, is to call your attention more particularly to a species of property, wholly unprotected, so far as state legislation is concerned, from the dangers resulting from the *unlawful use of highly inflammable oils*. I refer to the mails of the United States, whole car loads of which have been destroyed by the use of these oils.

With respect to railroad service, Ohio occupies a very peculiar and prominent position. Centrally located with the Lake upon the north, and the Ohio River upon the South, as a matter of necessity, all lines of railway extending from the east to the west must and do pass through our State. All mail matter passing from the east to the west, from the Atlantic to the Pacific, as well as that returning, including the foreign mails, pass through Ohio to reach their destination; and you would be astonished, Mr. Commissioner, at the extent of the service thus performed, and the amount of mail thus transported; it frequently requiring a whole car upon each passenger train to meet the wants of the service. Thus it will be seen that by the explosion of a single lamp, or the upsetting of a car, whereby the mail matter therein contained becomes saturated with oil, such mail matter must be totally destroyed. Mail matter, at best, is very combustible material, but when saturated with coal or carbon oil the consequences may be readily imagined.

It may be asked, why not apply to Congress? We might do this, and secure the necessary protection; but while the State has interests of more importance to protect in the lives of its citizens, might it not at the same time extend protection to mail matter? I only allude to the mails that you may understand the importance of the interest involved in this question, outside of human life.

With a little more stringent legislation, and the means placed in the hands of the Commissioner of Railroads to enforce the law, I believe the power of the State would not be defied by the railroad monopolies of the country.

Very respectfully,

C. F. BALDWIN,

Special Agent P. O. Dept.

HON. GEO. B. WRIGHT,

Commissioner Railroads, etc.

D.

COMMUNICATION RELATIVE TO NARROW GAUGE RAILROADS.

AKRON, O., January 3, 1871.

GEO. B. WRIGHT, *Commissioner of Railroads and Telegraphs* :

We take pleasure in furnishing you with some data in regard to narrow guage railroads, which we trust will show that their feasibility is not a question of mere theory, to be settled by experiment.

The Festiniog Railway, extending from Portmadoc, in the county of Caernarvon, to Festiniog, in the county of Merioneth, is in a wild, mountainous region in Wales, and has a guage of $23\frac{1}{2}$ inches. The length of the line is 13 miles, overcoming an elevation of 700 feet. Maximum gradient, 1 in 70; average, 1 in 92.

The map shows an exceedingly circuitous line. Some of the curves are very sharp; the minimum radius of curvature being about 2 chains. The line is operated at a speed of 12 miles per hour. The company own 7 engines, weighing from 7 to 19 tons each; 14 passenger carriages, and about 900 slate, lime, coal and general freight, cars, which are built on a scale to correspond to the diminutive guage.

That the operations of the road have been successful, may be shown from the fact that the receipts for 1869 were £23,676, and the expenses £13,053; while the capital of the company was but £36,185, showing an annual profit of $29\frac{1}{2}$ per cent.

The Broethel Valley Line, in Germany, has a guage of 31 inches; is $12\frac{1}{2}$ miles long; is built along the public highway, the width of land occupied being but 56 inches; maximum gradients, 1 in 80; minimum radius of curvature, 125 feet; weight of rail, 22 to 26 pounds; 2 locomotives, $12\frac{1}{2}$ tons each, which draw 220 tons freight 9 miles per hour.

The Luisenthal Line in Germany has a guage of $28\frac{1}{2}$ inches. We give the guage of some other railways in the following table :

Belgium—Antwerp to Gand	44 inches.
France—Commedtary and Montlucon	42 "
" Mondalazæ	42 "
" Creuzot	32 "
Norway—120 miles of line	42 "

Although these lines have been wholly confined to a local traffic, and many of them built where the construction of a railway of the ordinary guage would be impracticable, they have answered every purpose, and financially have been operated with great success. So successful have they proved to be, that eminent engineers in England have been led to change some of their ideas in regard to railroad building, especially have they been led to consider the advantages and urge the adoption of the narrow guage system in India and other colonies, in place of the grand and expensive railways with a guage of $5\frac{1}{2}$ feet, which are altogether beyond the requirements of any country.

It is not until within a very short time, that the advantages of the narrow guage system have been brought before the public in this country, but it is already attracting great attention, and several lines are projected : One of considerable length near Toronto, in Canada ; one from Buffalo to Springville, in New York, and one of considerable length in Eastern Pennsylvania ; while in Ohio a company has been formed to build such a line from Piqua, Miami county, to Celina, Mercer county—and other enterprises are contemplated in different parts of the country.

We have, in our pamphlet on the subject of narrow guages, given our reasons for preferring that system, and that in order to place railroads on a paying basis, we must reduce the first cost. A narrow guage railroad can be built for one-half, and often for much less than one-half, of the average cost of the railroads built in this State, while its capacity would be greater than most of the roads in Ohio at present require.

This subject is one of great importance to the people of Ohio, as many railroad enterprises are before the people, which, if built on the narrow guage plan, can be made profitable investments for capital ; while, if the ordinary plan of unnecessarily great cost, by using wide guage is followed, it will seriously injure the progress of many communities by using up their surplus capital, without prospect of returning any dividends.

There are other localities, the citizens of which are well satisfied that an ordinary railroad would not pay where a narrow guage line could be built, and operated with great success.

We are confident that the narrow guage system is going to be largely introduced in this State within the next few years.

Yours, etc.,

PAUL BROTHERS.

E.

SENATE BILLS NUMBERS 69, 70, 71 AND 72, NOW PENDING IN THE OHIO SENATE.

[The following bill, number 69, was subsequently divided into three separate bills, and the same are now pending in the Senate, under the following numbers and titles: "Substitute for S. B. No. 69;" "S. B. No. 175, To establish maximum rates for the transportation of passengers and freight on railroads in Ohio," and "S. B. No. 176, Further defining the powers and duties of railroad companies in Ohio." The main features of the original bill 69, as here printed, were discussed in the report of 1869, under the head of "Recommendations," commencing on page 34]:

S. B. No. 69.

A bill further defining the Powers, Privileges and Duties of Railroad Companies in Ohio.

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That all railroad companies that have been or shall be incorporated under the laws of this state, and which are or shall be operated by steam power, shall have the powers and privileges and be subject to the duties and liabilities and other provisions contained in this act, except when inconsistent with the rights of companies operating under special charters.

SEC. 2. It shall be the duty of every company or party owning or operating any railroad in this state, to make a table or tables of rates for the carriage of passengers and freight, which table or tables shall show the rates charged by the company. As to passengers, the table shall give the names of the stations on said road, with distances from one to another, and shall state the rates to be charged for each distance; and as to freight, shall give stations and distances as aforesaid, and specify the rates on each class of freight, according to its weight or the measure thereof in feet, bushels, barrels, per car load or package; and such company making such tables of rates shall cause a copy of said table, as to passengers, to be posted in some conspicuous place in every passenger depot and ticket office on said road, and a copy of said table, as to freight, to be posted in some prominent and accessible place in each freight office, and in the office of every freight agent of such company in this state; and bills of lading for all freights received shall contain such portion of said table of freight as will fully specify the class and rate of freight charged; and it shall be

Tables of rates.

unlawful for any company or agent to charge any other rate than is specified in said tables, except as hereinafter provided; provided, that such company shall have the right to change such published rates, not exceeding the rates herein specified, at any time, at its discretion, upon making and posting, as aforesaid, a new table of rates containing such changes.

Rates for transportation of passengers.

SEC. 3. It shall be unlawful for any railroad company to charge more than the following rates for the transportation of each passenger: For distance of ten miles and under, five cents per mile; for distance over ten miles and not exceeding twenty-five miles, four cents per mile; for distances over twenty-five miles and not exceeding fifty miles, three and a half cents per mile; and for distances over fifty miles, three cents per mile; provided, however, that no company shall be required to carry any passenger for less than twenty cents for any distance.

Rates for transportation of freight.

SEC. 4. It shall be unlawful for any railroad company to charge more than the following rates for the transportation of property:

1. For a single shipment from the place of receiving for transportation to the place of its destination, they shall not be required to charge in the aggregate and for the service less than twenty-five cents.

2. Any articles which, if compactly stowed in a freight car of the usual capacity, would weigh nine tons or more, when the same is transported either in entire car loads or less quantities, thirty miles or more, no greater sum shall be charged or received than at the rate of five cents per ton per mile, and no greater sum than eight cents per ton per mile for a distance over fifteen and less than thirty miles, and no greater sum than ten cents per ton per mile for a distance less than fifteen miles; provided, that in all cases of entire car loads of such articles to one consignee, when the same amounts to nine tons or more in one car, the tariff of freights shall be no more than three cents per ton per mile for the first above described distance, and no more than six cents per ton per mile for the second above described distance, and no more than eight cents per ton per mile for the third above described distance.

3. For carriages, feathers, willow ware and other articles of less weight per car load than the articles provided for in the preceding subdivision, the rate shall not exceed those prescribed in said subdivision, their weight being estimated according to their bulk, as in the proportion of nine tons to each car load.

4. For transportation of money at the rate of half of one cent per mile for one thousand dollars, and valuable packages at the rate of one-fourth of one cent per mile for each one thousand dollars in value; and for trunks, boxes and other baggage carried on passenger trains, at the rate of one-half of one cent per mile for each hundred pounds; provided, that if any person or persons shall desire to use any particular car or cars for the transportation of his or their property to the exclusion of the property of all other persons, he or they may make such contract with the owner or owners of such car or cars for the use thereof as the parties can agree upon.

Penalty of charging unlawful rates.

SEC. 5. Any officer or agent demanding from any passenger or shipper any other rates than are specified in the tables provided for in this act, shall, upon conviction thereof, be fined in any sum not exceeding one hundred dollars, and pay the costs of prosecution; and such passenger or shipper who shall pay such unlawful rate, may recover the same with

costs of suit; and if any officer or agent shall favor any shipper by a rate, drawback, bonus or other device, whereby such shipper obtains the transportation of property at a less rate or consideration than that specified in said tables, then, and thereafter, while said table of rates remains unchanged, all charges for transportation of like property to other shippers over and above the rate of consideration to such favored shipper, shall be deemed in law and held to be over-charges, and double the amount of such over-charges may be recovered by the party aggrieved from the said officer or agent demanding the same; or if such over-charges have been paid over to the company or companies which such officer or agent represents, the same may be recovered from said company or companies by action commenced within one year from the time the same were paid.

SEC. 6. Every railroad company shall provide for the care and preservation of baggage on its road, give to each passenger a check for his or her baggage if required, and provide for the convenient receipt and delivery or transfer thereof, and every agent or employe of the road who shall recklessly or carelessly abuse or injure any baggage, package or parcel belonging to such passenger, shall forfeit and pay to the state of Ohio, upon conviction thereof, any sum not exceeding twenty-five dollars, at the discretion of the court.

Baggage—companies to provide for care of.

SEC. 7. Each passenger shall be entitled to the transportation of baggage, without other charge than that made for the ticket, to the amount of one hundred pounds and to the value of five hundred dollars. And no company shall be required to carry more than one hundred pounds of baggage as aforesaid, for each passenger, and be responsible in case of loss or damage to said baggage for more than five hundred dollars, unless transportation on the excess in proportion to weight and value has been paid. Companies may charge for such extra weight and value of baggage according to the provisions of the 4th sub-division of section 4 of this act, and shall receipt to the owner of such baggage, giving the weight and value thereof when required.

Quantity and value of baggage allowed each passenger.

SEC. 8. Every railroad company shall keep its ticket offices open for the sale of tickets not less than fifty minutes in cities of the first class and not less than thirty minutes at other ticket offices previous to the departure of each passenger train therefrom; and any ticket agent who shall neglect to keep his ticket office open as aforesaid, shall, upon conviction thereof, be fined in the sum of fifty dollars for each offense. And any such company that shall keep upon any train a ticket agent, other than the conductor of such train, shall be authorized to charge and collect from any passenger who shall get on such train without a ticket, at any station where such ticket office shall be so kept open for the sale of tickets, and not otherwise, the sum of ten cents in addition to the regular fare payable for a ticket, and also an additional amount equal to five per centum of such regular fare; provided, that the aggregate of the sum so collected in excess of regular fare from any one passenger, shall not exceed the sum of fifty cents.

Ticket offices to be kept open.

SEC. 9. It shall be unlawful for any passenger knowingly to ride or attempt to ride on any railroad a greater distance than the ticket held or fare paid entitles him or her to, or to use or attempt to use a ticket on any other day or for any other station than that for which it is available; provided, that no tickets except those to be used on excursions or special occasions, shall be limited to any particular day; and any person viola-

Frauds by passengers.

ting this section shall, upon conviction thereof, be fined in any sum not exceeding twenty-five dollars, at the discretion of the court.

SEC. 10. Every conductor, baggageman and brakeman employed upon the passenger train or trains of any railroad company in this state, and every baggage master at any depot upon the railroad of such company, shall wear when on duty, so as to be readily seen, a badge, to be furnished by said company, indicating his office and duties; and no such conductor, baggageman or brakeman shall be permitted to interfere in any manner with baggage or property, or perform his duties relating to the public, without such badge; and any conductor, baggageman or brakeman who shall fail to comply with the provisions of this section, shall be liable to a fine for each offense, not exceeding ten dollars.

SEC. 11. It shall be the duty of every engineer in charge of any train or locomotive running upon any railroad in this state to cause the whistle of the locomotive to be blown when such locomotive shall have arrived at a distance of not less than one hundred rods from any public crossing, and to cause the same to continue to be blown, or the bell of said locomotive to be rung, until said train or locomotive shall have passed said crossing; and any engineer who shall willfully or negligently violate any of the provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in any sum not exceeding one hundred dollars, at the discretion of the court.

SEC. 12. It shall be unlawful for any person willfully to sit, stand or lie on any of the tracks of any railroad, or to walk thereon, except in crossing the same at some public, private or authorized crossing, or in the exercise of any right or privilege necessary and incident to the business of such roads; and no liability shall accrue against any company or corporation for injuries done to the property or person of any one whilst upon any track of its road in violation of this act, not resulting from the gross negligence of its agents.

SEC. 13. It shall be unlawful for any person, except as an employee of the company, when on duty, to go upon or lead or drive any animal or team upon or across any private or public railroad crossing after such person shall have heard the whistle of the engine sounded for said crossing, or the bell rung, until the train shall have passed; provided, that the railroad company shall not have been released from any obligation to observe due care in avoiding accident or injury to such persons.

SEC. 14. It shall be unlawful for any person to shoot at or throw stones or other missiles at or into any car passing on any railroad in this state, and any person so doing shall, upon conviction thereof, be punished for such offense by a fine not exceeding five hundred dollars, or imprisonment in the county jail for a term not exceeding six months, or both, at the discretion of the court.

SEC. 15. Every railroad company or other party having the management of a railroad, shall be required to erect and maintain at all points along said road, where their road shall cross any public road, at a sufficient elevation from said road to admit the free passage of vehicles of every kind, a sign with distinct letters placed thereon to give notice of the proximity of the railroad, and warn persons of the necessity of watching for the approach of an engine or cars. Any company neglecting or refusing to erect such sign and to maintain the same, after the first day of September next, shall forfeit and pay a fine not exceeding ten dollars for

Badges to be worn by employees.

Whistle to be sounded and bell rung at crossings.

Being on track of railroads.

Crossing track after whistle has sounded.

Unlawful to shoot or throw missiles at or into cars.

Signs at crossings.

each offense, and be liable in damages for all injuries occurring to persons or property from such neglect; and the failure by said company, after said first day of September, to comply with the requirements of this section shall constitute for each and every twenty-four hours of such failure, a new offense under this section.

SEC. 16. That when any town or city council has heretofore passed, or shall hereafter pass, an ordinance requiring any railroad company to light the track of such railroad within the corporate limits of said town or city, or shall pass an ordinance requiring any railroad company to light any track of such company at any street crossing such track within such town or city, as is provided in sections 428, 429, 430, 431, 432, 433 and 434 (chapter 32) of "an act to provide for the government of municipal corporations," passed May 7, 1869 (O. L. vol. 66, pages 220 and 221, or vol. 1 of Report of Com'r of R. R. & T. of 1870, p. 134), it shall be deemed a sufficient compliance with the law and the ordinance so passed, if the railroad company shall cause said track, being within the corporate limits aforesaid, or street crossing within said limits, to be well lighted with gas or by any other means, for a period of thirty minutes before and thirty minutes after the passing of any train or locomotive over such track or crossing.

Lighting track
in cities.

SEC. 17. That at least two-thirds of the directors of each and every railroad company whose road lies wholly within this state, elected after the passage of this act, shall be residents of this state; and as to companies whose lines extend beyond the boundaries of the state, the number of directors residing within the state shall be at least two-thirds of the number which would belong to Ohio if an apportionment were made of the whole number of directors of said road upon the ratio of the number of miles of said road in Ohio to the whole number of miles of said road; provided, that in every case at least one director of every company, any part of whose line is within the state, shall be a resident of Ohio.

Residence of
directors.

SEC. 18. It shall be unlawful for any railroad company, or other party operating a railroad, to engage in or become interested in any business, trade or enterprise in this state other than the carriage and transportation of freight and passengers, and the business and duties incident thereto, as provided by law; nor shall any railroad company erect or maintain any building, structure or other place for carrying on such business, trade or enterprise, except when expressly and clearly authorized by law to do so, nor permit others to erect such buildings or carry on such business on the grounds obtained for railroad purposes; provided, that such railroad companies may manufacture and repair all cars, rails and other supplies and all machinery necessary for the business of the respective roads, and erect and maintain the shops and buildings required for that purpose. They may also erect and maintain such ware-houses and elevators as may be required for the convenient handling and storage of all produce brought to them for shipment, and erect and maintain such passenger eating or lunch houses and stands as may be desirable for the comfort of their passengers; and any railroad company or other party violating the provisions of this section shall be liable to a fine of not exceeding one thousand dollars for each offense.

Railroad companies to engage in no other business.

SEC. 19. No person, company or other party shall carry or require any railroad company to carry, upon any railroad in this state, any aqua fortis, oil of vitriol, gun powder, lucifer matches, nitro-glycerine, glycol oil, nitrobenzene or blasting oil or nitrated oil or powder mixed with any such oil,

As to carriage of nitro-glycerine and other dangerous goods.

or fiber saturated therewith, or duolin, or any other goods of a dangerous nature, unless their nature is distinctly marked on the outside of the package or packages containing them, and unless the same are, in the judgment of the railroad company, securely packed; and if any person, company or other party shall send by railroad any such goods without distinctly marking their nature on the outside of the package or packages as aforesaid, or otherwise giving notice in writing of the nature of the same, shall forfeit and pay to the state of Ohio one hundred dollars for each offense. And it shall be lawful for any railroad company to refuse to carry any package that it may suspect to contain goods of a dangerous nature, or require the same to be opened to ascertain the fact.

Regulating the speed of locomotives and cars within the limits of cities, towns and villages.

SEC. 20. The commissioner of railroads and telegraphs shall have power to regulate the speed of locomotives and trains within the corporate limits of any city, town or village; provided, he shall not prescribe a less rate of speed than ten miles an hour, and any engineer, conductor or company violating said regulation shall, upon conviction thereof, be fined in a sum not exceeding one hundred dollars, at the discretion of the court, for each offense, and pay costs of suit.

Companies to report accidents to commissioner.

SEC. 21. Every railroad company or other party operating a railroad shall within twenty-four hours after the occurrence of any accident, attended with loss of life, on said road within this state, give notice of the same, by telegram, and within forty-eight hours after said accident furnish, by letter, a written statement of the circumstances and cause thereof, to the commissioner of railroads and telegraphs. And said commissioner shall, if he deems the public interests require it, repair or send some suitable person to the scene of such accident, and inquire into the facts and circumstances thereof; and any such company neglecting or wilfully omitting to give the notice aforesaid, shall be liable to a penalty of one hundred dollars for each and every day that such neglect or omission shall continue.

Bringing suit for violations.

SEC. 22. If any company or other party operating a railroad wholly or partly within this state shall establish any rule or order, or maintain or permit any practice, in violation of this act or any of the laws of this state relating to railroads, or shall omit or neglect the performance of the duties imposed upon it, either by charter or by general law, the commissioner of railroads and telegraphs may, upon complaint made, or at his own instance, if he shall be satisfied that the public interest will be advanced thereby, bring a civil action, in the name of the state of Ohio, in the superior court, or in the court of common pleas of any county through which such railroad may pass, or in the court of common pleas of Franklin county, against such company, to restrain such violation or compel the specific performance of the duties so neglected to be performed.

Inspection of tracks, bridges, hooks, etc., on complaint.

SEC. 23. The commissioner of railroads and telegraphs shall, upon complaint made in writing, affirmed or sworn to and subscribed by any number of stockholders or creditors, or citizens having the qualifications of electors, not less than five, or the county commissioners of any county, assigning sufficient reason therefor, visit and inspect the railroad of any company in this state, as to the matter complained of, and, if necessary, to examine its rails, switches, road crossings, buildings, stations, works, bridges, and the engines and cars belonging thereto, and shall investigate the condition of such railroad, and examine its by-laws and regulations, and the conduct of its officers and agents, and make any and all other inquiries necessary to determine whether the affairs of such company are managed conform-

able to law, to the rights of stockholders, and to the rights, convenience and safety of the public; and said commissioner shall file the written evidence taken and the conclusions reached by him in his office, and the same shall be open to public inspection, and copies thereof may be taken by parties interested.

SEC. 24. In all examinations the commissioner of railroads and telegraphs may be authorized or required by law to make, he shall have power to subpoena witnesses, administer oaths, and require the production of books and papers; any person who shall neglect or refuse to obey his subpoena and orders therein, or who shall willfully interfere with, obstruct or disturb him in such examination, shall be liable to a fine not exceeding one hundred dollars, or be imprisoned in the jail of the county not exceeding thirty days, or both, at the discretion of the court.

Commissioner may subpoena witnesses.

SEC. 25. It shall be the duty of every company or corporation, owning or operating a railroad or part of a railroad within this state, to furnish to the commissioner of railroads and telegraphs on or before the first of September next, unless the same has already been done, a full and complete corporate history of such roads and every branch thereof, within this state, containing copies of all orders and judicial decrees, leases, conveyances, acts of consolidation, capitalization or other matter, act or proceeding affecting the corporate powers, and franchises, and corporate existence of such company, and each and every organic or corporate change which the said company and every company which at any time has owned such road or part of road, or any branch thereof, has undergone, together with a reference to all statutes and resolutions of the general assembly under which any right, power or privilege is claimed to have been derived or duty enjoined. And shall thereafter, on or before the first day of September in each year, furnish to the commissioner copies of all decrees, leases, conveyances, etc., subsequently affecting the same; and any company or corporation failing for ninety days after the time herein limited to furnish such history, or such subsequent proceedings, shall forfeit and pay a penalty not exceeding one thousand dollars.

Duty of R. R. Co's to furnish corporate history, etc., to commissioner.

SEC. 26. Any penalty imposed by this or any other act, against any corporation, may be recovered in a civil action or by indictment in any proper county in the state or in the appropriate court of Franklin county, and if indictment be adopted as the mode of procedure, service of a copy thereof on the president or secretary of the company, or if neither of them can be found, then upon any other officer or agent of said company, by the proper sheriff, shall effect the appearance of such corporation in the proper court; and the property of the corporation and the property of each officer of the company assenting to the alleged offense shall be liable for the payment of such penalty.

How penalties recovered.

SEC. 27. Action for the recovery of any fines, forfeitures or penalties which by this or any other act the commissioner of railroads and telegraphs is authorized to enforce in the name of the state of Ohio, may be commenced and maintained in any county in which the same may be authorized by existing statutes, or when any fines, forfeitures or penalties against any one defendant in the aggregate exceed the sum of one hundred dollars, then in the court of common pleas of Franklin county; and several fines, forfeitures or penalties against the same defendant may be joined in the same action; and all actions for the recovery of any such fines, forfeitures or penalties shall be brought in the name of the state of Ohio.

How and where action to be brought.

Commissioner
may have
opinion of at-
torney general.

SEC. 28. Said commissioner is hereby authorized to demand and have the opinion of the attorney general upon any question respecting his powers or duties, or other questions arising in the discharge of the same; and the attorney general shall, if required by the commissioner, commence and conduct all such actions as shall be instituted in Franklin county; and shall receive for his services in such case, wherever a recovery is had, twenty-five per centum of the first one hundred dollars, and ten per centum of any excess over that amount of recovery.

Prosecutions—
how to be con-
ducted.

SEC. 29. All proceedings against railroad companies, or any officer, agent or employe thereof, for forfeitures, penalties or fines for violations of any of the provisions of the foregoing sections of this act, except as herein otherwise provided, shall be governed by the terms and provisions of sections seven and eight of the "act to provide for the appointment of a commissioner of railroads and telegraphs, and to prescribe his duties," passed April 5, 1867, (O. L., vol. 64, p. 111; or, page 106, of vol. 1 of Report of Comr. of R. R. and Tel. for 1870.)

Expenses of
commissioner
and witnesses.

SEC. 30. The expenses of the commissioner in examining into and prosecuting violations of the laws of the state, and the fees of witnesses by him subpoenaed shall be paid, in cases where the charges or any portion of them are sustained, by the parties complained of, and in cases where the charges are not sustained, by the parties making the complaint, who, at the time of filing said complaint, shall be required to furnish security for costs.

Company re-
sponsible for
costs, etc., when
same cannot be
collected from
officer or agent.

SEC. 31. That in any case where by action any fine, forfeiture or penalty under this act, or any other act regulating railroad companies, shall be recovered against any officer, agent or employe for official misconduct, the same shall be paid by such company, when the same cannot, by ordinary process, be collected from such officer, agent or employe, and until the same shall be paid the same shall have a lien upon all the property, both personal and real, of said company.

Application of
earnings.

SEC. 32. All moneys earned or received by any person, company or corporation for the transportation of passengers or freight over any railroad, wholly or partly within this state, shall be first applicable and subject to the payment of liabilities which have or shall have accrued on account of the running expenses of the same; and all liabilities which exist or shall accrue against any person, company or corporation on account of injuries to persons or property, occasioned by carelessness or negligence in the operation of any such road or the running of cars or locomotives thereon, shall be deemed and held to be a part of the running expenses thereof, and payable as such from the earnings and receipts accordingly. Actions to subject earnings and receipts to the payment aforesaid, may be maintained in any county within the state in or through which any part of such road is located, and process be issued therefrom to and served in any other county in the state in which any person, agent or officer to be served resides or may be found.

Acceptance of
provisions of
this act by R. R.
companies.

SEC. 33. Any railroad company owning or operating a railroad in this state, under special charter, may, through its board of directors, accept any or all of the provisions of this act as a modification of its charter, the resolution of the board accepting the same, or a copy thereof (duly certified) being filed in the office of the commissioner of railroads and telegraphs, and such provisions so accepted shall become a part of the charter of such company.

SEC. 34. That the following acts and parts of acts be and the same are hereby repealed: Section eighteen of "an act regulating railroad companies," passed February 11, 1848 (S. & C., vol. 1, p. 274; or p. 20, of vol. 1, of this report); so much of section eighteen of "an act to provide for the creation and regulation of incorporated companies in the state of Ohio," passed May 1, 1852, (S. & C., vol. 1, p. 279; or p. 43, of vol. 1, of this report), as relates to signs at crossings; an act entitled "an act to regulate the speed of railroad locomotives and cars within the corporate limits of any city, town or village," passed March 20, 1851. (S. & C., vol. 1, p. 321), and section one of an act entitled "an act supplementary to 'an act to provide for the creation and regulation of incorporated companies in the state of Ohio,' passed May 1, 1852, passed May 1, 1854, (S. & C., vol. 1, p. 369; or p. 59, of vol. 1, of this report.)

Repeal.

SEC. 35. This act shall take effect and be in force from and after its passage.

S. B. No. 70.

A bill to prevent nuisances within or upon bridges.

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That it shall be unlawful for any person to commit any nuisance within or upon any turnpike, canal, railroad or other bridge, by using the same for the purposes of a privy, or otherwise, and any person violating the provisions of this act shall, upon conviction thereof, be fined in any sum not exceeding twenty-five dollars.

Unlawful to
commit nuisance on bridges.

SEC. 2. This act shall take effect on its passage.

S. B. No. 71.

A bill to amend section fourteen of an act entitled "An Act providing for the Punishment of Crimes," passed March 7, 1835, as amended by an act passed April 3, 1857. (S. & C. p. 406, O. L. vol. 54, p. 82.)

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That section fourteen of "an act providing for the punishment of crimes," passed March 7, 1835, as amended April 3, 1857, be so amended as to read as follows:

Section 14. That if any person shall in the night season, willfully, maliciously, and forcibly break and enter into any dwelling house, kitchen, smoke house, shop, office, store house, ware house, malt house, still house, mill, pottery, factory, water craft, school house, church or meeting house, barn or stable, railroad depot, car factory, station house, or railroad car, with intent to kill, rob, commit a rape, with intent to steal property of any value, or to commit any deed made criminal by this act, or the act to which this is amendatory, every person so offending shall be deemed guilty of burglary, and upon conviction thereof, shall be imprisoned in the penitentiary and kept at hard labor, not more than ten nor less than one year.

Breaking into
houses, cars, &c

SEC. 2. That said amendatory act, passed April 3, 1857, be and the same is hereby repealed.

Repeal.

SEC. 3. This act shall take effect and be in force from and after its passage.

S. B. No. 72.

A bill relating to the Construction of Railroad Bridges.

R. R. bridges
how to be con-
structed.

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That all railroad bridges hereafter constructed or renewed, having cross beams, rods or arches overhead, shall be so constructed as to give a clear space of not less than eighteen feet between the top of the rail in the track and the underside of the cross beams, rods or arches overhead; and any railroad company or other party violating the provisions of this act shall be subject to a fine not exceeding one thousand dollars for each offense, and shall, moreover, be liable for all damages resulting to persons by reason of the failure so to construct and maintain any such bridge.

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[SEE ERRATA, ON NEXT PAGE.]

ERRATA.

Page 14. In sixth line, under head of "Cleveland and Toledo Railroad Company," 4,000,000 should read 5,000,000.

Page 21. In first line, under head of "As to Cost of Road and Equipment," instead of "this State," read *this date*.

Page 53. Under head of "Accidents," September 1, 1869, the name "Stanley Matthews" should read *Stanley Warner*. Name reported wrong by the company.

Page 150. Iron Railroad Company. Under head of "Iron Laid," it should read simply " $\frac{1}{2}$ mile," and the "(2,000 tons)" omitted.

Page 301. Name of Asst. Gen. Supt. should read *A. Q. Casselberry*.

Page 306. In first line of third paragraph from bottom of page, "1669" should be "1869."

Page 312. In *Second* inquiry, second line, "account" should read *amount*.

Page 312. In *Third* inquiry, last word "respectfully" should be *respectively*.

Page 316. Under head of "Fayette County," last word "installment" should be *investment*.





